

Extreme Point N. E. Fabius Island

Lat. 59-35-44 N
Long. 150-22-19 E.

haul the ... from the ... from the
line to 5 fathoms ... Capt. Peace ...

Lat 2 1/2 S. Long 147 W. where the ... took 250 lbs. ...

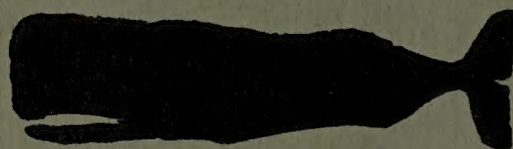
Chrs (9-17)

11-53-35 — 26-26
39-47 — 11
12-38-22 — 26-37

(9-19)

11-55-49 — 26-37
39-47 — 11
12-35-36 — 26-48

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Wh
P117
1854j

Darvstone Liverpool

Liverpool

Oct. 2nd. 1 bag bread
7th started flour

10th. Coffee & Molasses

11th. one Pipe Bread (St.) 1800 lbs. Bread, 8 bbls Flour on board exclusive

Oct. 30th. 2 Sacks Flour

to 1/2 bag bread on board

Nov. 18th. Coffee 60 pots, and 8 pots of last getting out on hand 40 more pots in Cask

" " Flour for the men

" 21st. Flour for Cabin

" last Cask Molasses broached

Nov. 25th 1 Pipe Bread from Guednall

Dec. 7th. 2 bags Flour for Cabin

13 started bread from pipe again for out

23rd. started flour from Cask for Cabin

28th. started 1/2 Pipe Bread

Jan. 1st. started flour for the men

5th. started the last 40 pots Coffee having 8 pots on hand 48

Abie A. Snell

J. Joseph L. Snell

Abie A. Snell

Abie R. Snell

Amanda M. Wordell

Clara B. Snell

George H. Snell

David R. Snell

Joseph L. Snell

Grace Knapp

Moses L. Snell

Moses Snell

Rachel L. Snell

July 11th 1872

Wheel ropes 38 1/2 feet long.

Oct. 22nd. made Flores found the Chro. About 5 mi. to
far E. lost 20 Sec. in 31 Days according to my Jeyment

Oct. 30th. Chro. rate 5 mi. 00 Sec 5/10 add. running at the
Fl. rate

Nov. 14th Chro. rate 5 mi. 00 Sec 1/10 add. running at the

from July 11th to Sept. 18th. in 6 Days. rope out a sett. of Wheel Ropes 3 1/4 in Manila)

The Quap

Lead

9 35 1/8

Long

- 138 07 E

A good place to reside at

~~Good~~ Vegetables in abundance

Wood & water

(Archer ground Lat. 18 to 21 S.
(July) Aug. (Sept.) Long. 88 to 90

Wore the New Lide

16 Days.

Mar. 20th. 1857

14 Aug. 24th.

30 all told Days.

wore New. Fore Toprail

56 Days, Jan 27 - 1857

13

69 Days. May 20th.

150 Days up to Oct. 12th

New Fore Sail never 15 Days
up to Sept. 28th.

Aug. 23rd. - - - 23'-00" Chro. rates

Sept. 18th. Chro. rate 22'-27" Losses. 3 Sec. P. Day at present
according to the Log. of Palmer S. if the Log. of that be right.

Dec 14th Chro. rate 25'-28" Add.

Chro. rate 27'-08" Add. Lost 2 Sec. & 2 1/2 tenths since leaving the
Sandwich Islands as near as can be ascertained Jan. 27th. 1856

Feb. 23rd Chro. rate 28 mi. 8 Sec. 7/10 Add.

Feb. 24th. 1856 Chro. rate 29 mi. 8 Sec. Losses 3 Sec. Daily

Apr. 6th. " " " 30 " 59 " " " "

May 17th. " " " 33 " 02 " " " "

June 16th. Chro. rate - 33 - 12 Losses 3 Sec. Daily

July. 8th. " " " 37 - 56

Sept. 29th Chro. rate 31 - 36 Shunter boy (Capt. Long's
Long.

1857 Aug. 22nd Chro. rate 32'-38" ~~Losses~~ 1 " 24 or 84 Seconds in 97 Days

32-38 Gained 1 " 24 " 84 " " "

from Board

Nov. 12th " " 31-18 According to Gun. Gains 1 Sec. hr. Day

Chro. No 1326 New-Bedford Sept. 21st 1854

Slow of Greenwich Mean time

Two Minutes & forty four Seconds - mi. Sec.
2 - 44

Loses Three Seconds and five tenths Sec. tenths
3 - 5
Pr. Day

Wind at 8 o'clock Every Morning

Jas. Munroe

Journal of a Whaling
Voyage
Onboard Ship Pacific
of Fair-Haven
Moses Snell Master
Written by Himself

PROVIDENCE
PUBLIC
LIBRARY

1854

Thursday Sept. 21st At 12 past 11 Am. Sea acc. got underway from Clarke's point light, light winds from E to E. S. E. and stood out of the Bay

Friday Sept. 22nd, Comm. with light winds from the Eastward at 5 P.M. Calm let go the Anchor in 9 fathoms Muschaun point bearing N.W. $2\frac{1}{2}$ mi Dis at 7 Do. got underway again light airs from the North at 1 Am discharged the Pilot, light boat of the Sove & Pigs bearing S.E. 2 mi Dis. Latter part light winds and Calms employed in fitting the Boats &c. at Noon Monamus land bore E. by S. 10 mi. Dis. spoke the Pilot Boat Josias Sturgis of Homes & Hole & put a letter on board of her

Saturday Sept. 23rd. first part Calm, Middle and latter part moderate winds from the Southward steering on different tacks but mostly to the Eastward so ends employed on the Boats & Rigger

Lat. by obs. $40^{\circ} 59'$ N.

Long. by Chro. $70^{\circ} 48'$ W.

Sunday Sept. 24th. Moderate Winds from S.W. Steering S. S. E. Latter part 2 Ships in sight, saw some Gulf weed

Lat by obs. $39^{\circ} 32'$ N.

Long. by Chro. $69^{\circ} 46'$ W.

Monday Sept. 25th. First part Calm, latter part light winds from S. Steering to the Eastward by the wind variously employed on Ship Duty

Lat. by obs $39^{\circ} 27'$ N.

Long. by Chro. $68^{\circ} 34'$ W.

Tuesday Sept. 26th. Moderate Winds from S. S. E. to S. S. W. Steering to the Eastward by the wind Employed in breaking out between Decks fitting clothing gear &c.

Lat. by obs. $39^{\circ} 27'$ N.

Long. by Chro. $66^{\circ} 17'$ W.

Wednesday Sept. 27th. Light winds from the S. and Calms Steering to the Eastward

Lat. by obs. $39^{\circ} 32'$ N.

Long. by Chro. $65^{\circ} 00'$ W.

Thurs. Sept. 28th. Winds from S. S. W. and fair
steering S. E. by E. variously employed on the Rigging
Lat. by obs. - - 38° 50' N.

Long. by Chro. 62° 53' W.

Friday Sept. 29th. Fresh breezes from S. to S. W.
and squally steering on Diff. Courses to the
Eastward under all Sail latter part thick
weather with small rain No obs.

Lat. by Acc. 38° 00' N.

Long. " " 60° 00' W.

Saturday Sept. 30th. Commences with strong
Winds S. S. W. and thick weather with Showers
of rain at 9 P. M. took in Topgallantsails & Fly
Jib, strong Winds and squally at 11 Do. Double
reefed the Topsails lightning & heavy Rain
latter part winds from the Westward and
very boisterous attended with showers of Rain
steering on different Courses to the Eastward
from E. S. E. to E. N. E. Lat. by poor Obs. 38° 23' N.

Long. by Chro. 57° 08' W.

Sunday Oct. 1st. First part light airs from the
westward and Calms, employed in repairing
the wheel Middle part fresh breezes from S. S. W.
and squally steering E. by S. latter part strong
Gales from S. S. W. and very strong appearances
of a heavy Gale of wind, at 10 Am took in Topgall-
antsails and Double reefed the Topsails steering
on Diff. Courses from E. to N. E. to favor the Ship
in squalls,

Lat. by obs. 38° 33' N.

Long. by Chro. 54° 13' W.

Barometer 29.40/100 and falling

Monday Oct. 2nd. begins with strong Gales from
S. S. W. and squally, at 2 P. M. took in the Jib and
Main Sail at 4 Do. turned up the lee Boats, steering
E. S. E. at 1/2 past 5 Do. hove to under a Close reefed

at Mon. Main Topsail, Main Spinnaker, & Gave Topmast stayrail
Bar. 29-30 heading to the S. E. blew a heavy Gale until Midnight
the bow Boat got stove by a Sea latter part quite
moderate and a heavy Sea on, at 8 Am. winds from W. S. W.
steered E. S. E. under all Sail Lat. by obs. 38° 27' N.

Long. by Chro. 52° 30' W.

1854

Tuesday Oct 3rd. Commences with strong winds from S.W. Steering E by S. under all sail with a high sea on ship rocking bad, at P.M. the wind veered to S.W. by W. and equally latter part fair, one ship in sight -

After giving the Cook a fair trial at cooking for 12 days and being fully convinced that he is no Cook, but as ignorant as a Man can be about cooking and very dirty also I have turned him forward and put a Portuguese in Cook in his place

Lat. by obs. $38=42$ S
Long. by Chro. $49=26$ W.

Wednesday Oct. 4th. light airs from the W. & Calms Steering to the Eastward one ship in sight astern

Lat. by obs. $38=40$ N.
Long. by Chro. $48=30$ W.

Thurs. Oct. 5th. first part Calm, Middle and latter part fresh breezes from E. S. E. to E. Steering to the S. E. by the latter part Fly Jibb and Topgall antails in

Lat. by obs $37=38$ N. Long. by Chro $47=20$

Friday Oct. 6th. fresh breezes from E. Steering on different tacks by the wind at 10 P.M. Double reefed the Topsails, at 4 Am. let them out again

Lat. by obs. $38=29$ N. Long. $47=08$

Saturday Oct. 7th. fresh breezes from E. Steering on different tacks by the wind but mostly to the Northward under easy sail latter part set up the Fore Rigger also caught a Blackfish

Lat. by obs. $39=01$ N. Long. by Chro. $46=37$ W.

Sunday Oct. 8th. first part fresh breezes from E. to E. S. E. Steering on different tacks by the wind, latter part light winds and a heavy swell from S. S. E.

Lat. by obs. $37=50$ N.
Long. by Chro $46=08$ W.

Bar.
30=15

Monday Oct. 9th. first part light airs from S. E. and Calms heading to the Northward, Middle part Calm Topsails Clewed down a roiling swell from S. S. E. Latter part Moderate winds from S. E. Steering to the E. S. E. by the wind under all Sail Lat. by obs. 37=56 - Long. by Chro. 45=10 W. here I find the Chro. gives the Long. 30 mi. farther to the E than I can account for by D. R. as it has been mostly Calm,

Tuesday Oct. 10th. First part Moderate winds from E. employed in chasing Blackfish, Middle and Latter part fresh breezes from E. S. E. to E Topsallantsails and Flying Jib in,

Lat. by obs. 38=34 N
Long. by Chro. 44=30

Bar.
29=40

Wednes. Oct. 11th. First part Strong winds from E. S. E. Steering to the S. E. by the wind at 3 P. M. under all Sail, Middle part variable winds from the westward and equally with Showers of Rain a part of the time nearly Calm Steering E. latter Strong Gales from N. N. W. Steering E. by S. under Double reefs at 10 Am turned up the Staboard Boat

Lat. by obs. 39=10 N.
Long. by Chro. 41=50 W.

Thursday Oct. 12th. Commences with strong Gales from N. N. W. ^{to E} Steering E. S. E. by Compass under double reefed Top sails at 6 P. M. took Jib and Main Sail, Middle and latter part moderate at 7 Am under all Sail one Sail in sight Return

Lat. by obs. 38=55 N.
Long. by Chro. 39=07 W.

Friday Oct. 13th. Winds from S. E. to E. S. E. Steering to the S. E. by the wind winds very flattering sometimes blowing a fresh breeze at other times nearly Calm dark and thick weather 8 1/2 obs

Lat. by D. R. 37=49 N.
Long. by D. R. 37=59 W.

Saturday Oct 14th. Strong Winds from E. S. E. to E. N. E. and squally and very boisterous continually on the Shift most of the time under Double Reefs Steering on Different tacks but mostly to the Southward. Lat. by obs. $37^{\circ}25'$ N.
Long. by Chro. $36^{\circ}11'$ W.

Sunday Oct 15th. Strong Gales from E. S. E. and squally at 9 P.M. Close reefed the Top sails and took in the Fore Sail 1st & Middle part heading to the Southward latter part heading to the Northward thick and rainy weather ends the day No obs. Lat. by L. R $36^{\circ}42'$ N.
Long. " " " $35^{\circ}50'$ W.

Monday Oct. 16th. Strong Gales from E to E. S. E. and squally heading to the N. E. under easy Sail, under a Close reefed Main Top sail and Spencers through the Night stove the Bow Boat by a Sea latter part under Double reefed Main Top sails 1st and Fore Sail. Lat. by obs. $37^{\circ}39'$ N.
Long. by Chro. $35^{\circ}46'$ W.

Tuesday Oct. 17th. first part strong Winds from E. Steering to the N. N. E. under Double reefed Top sails latter part moderate winds from E. S. E. 2 Ships in sight heading to the Northward. Lat. by obs. $38^{\circ}58'$ N.
Long. by Chro. $34^{\circ}55'$ W.

Wednesday Oct. 18th. fresh breezes from E. to E. N. E. and squally Steering on Different tacks by the wind under Double reefs mostly on the Southern tack. Lat. by obs. $38^{\circ}26'$ Long. by Chro. $34^{\circ}10'$ W.

Thursday Oct. 19th. Strong winds from N. E. to E. N. E. Steering to the S. E. by the wind under Double reefed Top sails most of the time. Lat. by obs. $38^{\circ}42'$ N.
Long. by Chro. $32^{\circ}51'$ W.

Friday Oct 20th Strong winds from E. Steering on Different tacks by the wind but mostly to the Northward. Lat. by obs. $38^{\circ}28'$ N.
Long. by Chro. $32^{\circ}57'$ W.

Saturday Oct. 21st. fresh breezes from the E. Steering to the northward by the wind latter part under all Sail

Lat. by obs. $40=03$ N.

Long. by Chron. $32=44$ W.

Sunday Oct. 22nd. first part light winds from S. E. Steering to the E. N. E. by the wind, Middle & latter part moderate winds from S. to S. W. Steering by the wind at 6 Am. made Flores bearing S. by E. by Compass, at Noon the N. P. of the Island bore S. S. W. 15 mi. Dis.

Lat. by obs. $39=47$ North.

Monday Oct. 23rd. At 3 P.M. off Port Delgada the S. W. part of Flores I started to go on shore but they would not allow me to land for no other reason than I had not been to Sea 2 months at 5 So. got on board again put away for Fayal because the most of the time between Flores and Corvo until 11 P.M. took a fresh breeze from W. S. W. Steered S. E. by S. $\frac{1}{2}$ S. latter part equally with showers of rain at Noon the S. W. P. of Fayal bore about S. E. by E. by Compass

Lat. by obs. $38=54$

Long. by Chron. $29=43$

Tuesday Oct. 24th. fresh breezes from W. Steering for Fayal at 7 P.M. lifted to heading off shore at 8 Am. off the town I went on shore strong winds and equally engaged my recruits but could not get them off to rugged coasts Ship lying off and on

Wednesday Oct. 25th. 1st part Strong Gales and equally, at $\frac{1}{2}$ past 5 P.M. I left the shore for the Ship she being a good distance off, at $\frac{1}{2}$ past 6 So. I got on board the Ship and with much difficulty to it being dark and very rugged as they never saw the Boat until we hailed them several times it being dark and the wind blowing quite a gale and the Ship under a considerable heavy press of Sail trying to hold on Mr. Charles W. Sevel went on board with me carried Sail hard through the night Strong Gales from N. latter part moderate and pleasant, at 9 Am. abreast the town I went on shore again so ends at 11 Am. sent off the recruits,

Thursday Oct. 26th. first part moderate winds from S. E. I shipped a Cook, Steward, and cabin Boy, at 8 P.M. took them off to the ship, and steered to the S.W. at 8 Do nearly Calm and baffling and remained so through the night, latter part fresh breezes from S. S. W. and equally steering steering to the S. E. by the wind, at 8 o'clock the E. Part of Pico Bone ss. lat. by obs. 38-00 ss.

Friday Oct. 27th. begins with strong winds from S. S. W. steering to the Eastward, at 8 P.M. Double reefed the Top sails took in the Jib and Main Sail at 4 Am. turned up the lee Boats at 8 Do. took in the Fore Topsail and Fore Sail Heavy Gale from W. at 8 o'clock the S. E. Part of St. Michael's Bone S. by W. by Compass 15 or 20 mi Dir. Gale moderating some, but very equally so ends

Saturday Oct. 28th. first part Strong Winds from W. S. W. attended with showers of rain at 1 P.M. set the Fore Topsail Close reefed, and Fore Sail, at 2 P.M. saw a large Sp. Whale close to the ship to rugged to lower saw 2 more 2 mi. to windward at 3 Do. the wind shifted to the S. W. and moderated Steered on different tacks through the night under easy Sail in hopes of seeing Whales in the morning at 8 Am. made all Sail and Steered S. by W.

the E. P. of
St. Michael's
Bone S. W. by
Compass
15 mi. Dir
when we
saw the
Whales

Lat. by obs 37-35 N.
Long. by Chro. 24-44 W.

passed in
sight of St.
Charles Is.
by 10 o'clock
Rocks

Sunday Oct. 29th. first part moderate winds from S. W. to S. steering S. Middle part nearly Calm, latter part light winds from S. W. to S. S. W. steering to the S. E. by the wind

Lat. by obs. 36-26 N.
Long. by Chro. 23-56 W.

found
the
Box
of prints
undamaged

Monday Oct. 30th. first part fresh breezes from S. W. to W. S. W. steering to the Southward by the wind, latter part moderate Winds from W. steering S. by W. employed in getting out Stops and taking account of the same Lat. by obs. 34-00 N. Long. by Chro 22-19 W.

Tuesday Oct. 31st. First part light winds from the
W. N. W. Steering S. S. W. Middle and latter part Calm

Lat. by obs. - 33-27 N.

Long. by Chro. 22-08 W.

Wednes. Nov. 1st. light winds from the S. and Calms
variously employed on the Rigger, steering on Siff. tacks

Lat. by obs. - 33-16 N.

Long. by Chro. 22-12

Thursday Nov. 2nd. 1st. part light winds from S. S. W. Steering
to the S. E. by the wind, latter part fresh breezes from W.
to N. N. W. and equally with showers of rain

Lat. by obs. - 31-52 N.

Long. by Chro. 21-39 W.

Friday Nov. 3rd. First part fresh breezes from S. S. W.
Steering S. W. by S. by 'Compass under all Sail, latter part
light airs from S. W. and Calms

Lat. by obs. 29-43 N.

Long. by Chro. 21-50 W.

Saturday Nov. 4th. Moderate winds from the Southward
and equally with showers of rain Steering on Siff. tacks
by the wind

Lat. by obs. - 28-58 N.

Long. by Chro. 21-26 W.

Sunday Nov. 5th. moderate winds from S. to S. S. W.
steering on different tacks by the wind, latter part
thick and rainy No obs.

Lat. by acc. 28-28 N.

Long. " " 21-36 W.

Monday Nov. 6th. light winds from S. E. to S. W. and
fair Steering on different tacks by the wind 2 Sail
in sight

Lat. by obs 27-40 N.

Long. by Chro. 21-16 W.

Tuesday Nov. 7th. first part Calm, Middle and latter
part light winds from S. E. Steering S. S. W.

Lat. by obs. 27-03 N.

Long. by Chro. 21-29 W.

Wednes. Nov. 8th. light airs from the N. E. and Calms
Steering S. by W. 1/2 W.

Lat. by obs. 26-28 N.

Long. by Chro. 21-23 W.

Thurs. Nov. 9th. light airs from the Northward
and Calms Steering S. by W. 1/2 W.

Lat. by obs. 26-00 N.

Long. by Chro. 21-22 W.

Mr. H. lost
his eye
overboard

1854

Friday Nov. 10th. Light winds from E. to S. and Calms Steering on Different Courses to the southwestward

Lat. by obs. 25-04 N.
Long. by Chro 21-46 W.

Saturday Nov. 11th. Light winds from E. S. E. to E. N. E. Steering S. by W. $\frac{1}{2}$ W.

Lat. by obs. 24-08 N.
Long. by Chro. 21-44 W.

(Main Royal set) Sunday Nov. 12th. moderate winds from E. to E. N. E. and fair Steering S. by W. $\frac{1}{2}$ W. by compass

Lat. by obs. 22-24 N.
Long. by Chro. 21-47 W.
Long. by Lun. 21-33 W.

Monday Nov. 13th. fresh trades from E. N. E. Steering S. S. W. under all Sail

Lat. by obs. 19-49 N.
Long. by Chro. 22-05 W.
Long. by Lun. 22-03 W.

Tuesday Nov. 14th. Strong trades from E. N. E. and fair Steering S. W. by S. $\frac{1}{2}$ S. & S. W. $\frac{1}{2}$ S.

Lat. by obs. 17-09 N.
Long. by Chro. 22-54 W.

At Noon made the S. Gal. bearing S. W. by S. 13 mi. Dis.

Wednes. Nov. 15th. Strong trades from S. E. at $\frac{1}{2}$ past 2 P.M. the S. Part of the Gale of Sail bore E. S. E. by compass Steered S. W. at 3 Am. hove to with the head yards aback heading to the Eastward, at $\frac{1}{2}$ past 5 Steered to the S. at 6 St. Jago in eight 12 mi. Dis latter part Steering down for Port Praya at Noon the nearest P. of St. Jago W 4 mi. Dis Port Praya about 10 or 12 mi. Dis

Thurs. Nov. 16th. at 2 P.M. come to off Port Praya I went onshore, contracted for some recruits at 6 So returned to the ship Strong winds and squally through the night under Single reefed Top sail attended with Thunder and Lightning. latter part more moderate at 9 Am. I went onshore

Chro. right rate 6 mi odd loses 3 Sec 5/10 Daily

Friday Nov. 17th. At 8 P.M. finished getting of my recruits 5000 Oranges, 9 Pigs, 2 turkeys and 5 bunches bananas made all Sail and Steered to the S. by W. At Noon Lat. by obs 12-55 N. Long. by Chro 23-27 W.

Saturday Nov. 18th. First and Middle part fresh breezes from E. Steering S. by W. at 7 Am. lowered the Boats for Sp. Whales latter part moderate at noon struck one sound. Lat. by obs. $10=48^{\circ}$ N. Long. by Chron. $23=39^{\circ}$ W.

Sund. Nov. 19th. took the whale to the Ship at 3 took up all the Boats, at 4 commenced cutting at sunset finish cutting the head and set the watch at 6 Am. commenced cutting the Body at 7 finished and Steered to the S. S. E.

Lat. by obs. $10=40^{\circ}$ N.
Long. by Chron. $23=37^{\circ}$ W.
Mond. Nov. 20th. Light winds from the Eastward Steering on Diff Courses from S. to S. S. E. employed in killing some few showers of rain

Lat. by obs. $9=23^{\circ}$ N.
Long. by Chron. $23=19^{\circ}$ W.
Tuesday Nov. 21st. Light variable winds and calms attended with squalls of rain Steering on different courses at 10 Am. spoke the English Ship Hellen Wallace Capt. Major from Calcutta for Liverpool I put a letter on board of him for my wife

Lat. by obs. $8=40^{\circ}$ N.
Long. " " $23=30^{\circ}$ W.
(Wednes. Nov. 22nd fresh breezes from the N. E. to E. Steering to the Southward a number of Seals in sight

Lat. by obs. $6=40^{\circ}$ N.
Long. by Chron. $22=35^{\circ}$ W.
Thurs. Nov. 23rd. Moderate winds from E. Steering S. and S. by W. latter equally with rain several Ships in sight Steering to the Southward

Lat. by obs. $5=11^{\circ}$ S.
Long. by Chron. $22=23^{\circ}$ W.
Friday Nov. 24th. first part moderate winds from S. S. W. to S. Steering on diff. tracks latter part fresh breezes from S. to S. S. E. Steering to the westward by the wind Lat. by obs. $4=16^{\circ}$ S.
Long. by Chron. $23=14^{\circ}$ W.

a. num.
Sail in
sight

1854

Saturday Nov. 25th. fresh breezes from S. to S.E. Steering to the S.W. by the wind under all sail, Lat. by obs. $2=40$ N. Long. $24=42$ W.

Sunday Nov. 26th. Winds from S.S.E. & S by E. Steering to the S.W. by the wind Lat. by obs. $1=00$ N. Long. by Chro. $26=27$ W.

Monday Nov. 27th. light winds from S.S.E. Steering to the S.W. by the wind Lat. by obs. $1=06$ S. Long. by Chro. $27=28$ W.

Tuesday Nov. 28th. fresh breezes from S.S.E. to S.E. Steering to the S.W. by the wind

Lat. by obs. $1=33$ S

Long. by Chro. $28=33$ W.

Wednesday Nov. 29th. fresh trades from S.E. by E. Steering S.S.W.

Lat. by obs. $3=55$ S.

Long. by Chro. $29=12$ W.

Thurs. Nov. 30th. Fresh trades from E.S.E. Steering S.S.W. under all sail Lat. by obs. $6=48$ S Long by Chro $30=02$ W.

Friday Dec. 1st. Fresh trades from E.S.E. to E. Steering S.S.W. Lat. by obs. $9=40$ S. Long. by Chro. $30=45$ W.

Saturday Dec. 2nd. moderate winds from E.S.E. to W.E. by N. Steering S.S.W. Lat. $12=01$ S Long. $31=12$ W.

Sunday Dec. 3rd. Moderate Winds from N.N.E. Steering S.S.W. $\frac{1}{2}$ W. Lat. by obs. $14=24$ S. Long. by Chro. $31=55$ W.

Monday Dec. 4th. winds from N.E. to N. Middle and latter part steady rain at 11 Am rain cleared off. Lat. by obs. $16=44$ S. Long. by Chro. $32=40$ W.

Tuesday Dec. 5th. First part strong gales from N.N.E. to N.N.W. and equally, Middle part light variable winds and rainy winds mostly from the S. latter part fresh breezes from S.S.E. Lat. by obs. $18=25$ S. Long by Chro. $33=28$ W.

Wednes Dec. 6th. First and Middle moderate winds from S.E. to E. S. E. latter part strong winds Steering S.W. by S. under all sail

Lat. by obs. 20-54 S.

Long. by Chro. 35-00 W.

Thurs. Dec 7th fresh breezes from S.E. to E. S. E. and fair Steering S.W. by S.

Lat. - 23-32 S.

Long. 36-45 W.

Friday, Dec 8th. Moderate winds from E. S. E. to S. E. by S. latter part showers of rain Steer. S.W. by S.

Lat. 25-34 S.

Long. 38-12 W.

Saturday Dec. 9th first part light winds from the North, Steering S.W. Middle part winds from the Southward and calm with Thunder and rain latter part winds from S. S. W. Steering to the S. E. by the wind employed in breaking out the betwixt Tacks and Coopering the Breast No obs. Lat. by acc. 26-40

Long. " " 39-00

Sund. Dec. 10th. fresh breezes from S. S. W. Steering on Diff. tacks by the wind but mostly to the Westward

Lat. by obs. 26-42 S.

Long. by Chro. 39-26 W.

Monday Dec. 11th first part fresh breezes from S. Steering to the W. S. W. by the wind latter part light winds from S. E. Steering S.W. employed in sitting up Rigger Lat. by obs. 27-30 S. Long. by Chro. 40-54 W.

Tues. Dec. 12th. Light variable winds and fair Steering on Diff. courses to the South

Lat. by obs. 28-42 S.

Long. by Chro. 41-30 W.

Long. by Lun. 41-32 W.

Wednes. Dec. 13th. first part light winds from S. S. W. Steering on diff. tacks by the wind, Middle and latter part strong winds from S. Steering to the westward by the wind a part of the time under reefed Topsails

Lat. by obs. 29-14 S.

Long. by Chro. 42-33 W.

Thurs. Dec. 14th. first part moderate Wind
from S. Steering W. S. W. by the wind latter
part light Winds from N. E. Steering S. S. W.
all hands employed in bending new Sails
viz. Fore Sail - Main Sail - Fore & Main Bys, all the
tails & Bonet Gills.

Cooper sick and off duty sickness brought
on himself by bad conduct

Lat by obs. $30 = 05$ S

Long by Chro. $43 = 35$ W.

Friday Dec. 15th. first part light winds from
N. E. latter part strong winds from N. E. to N and
cloudy Steering S. S. W. at 6 P. M. while I and our
officers were at supper heard a loud cry on Deck
supposed a Man was overboard we all made a
rush on Deck found Charles Dayton Carpenter
fighting ~~and the~~ Cook put them both in Irons at 10 So
liberated the Cook as he promised he would
behave himself for the future Dayton still
very obstinate and insulting in his language
still remains in Irons No obs.

Lat. by obs. $32 = 50$ S

Long. " " $44 = 50$ W.

Sat. Dec 16th. Commences with strong winds
from N. and rainy Steering S. W. by S at 4 P. M.
let Dayton out of Irons and put him to duty under
the promise he would behave himself well
for the future at 7 took in P. G. Sails and stowed
down the Topsails Main Sail furled heavy
tempest and heavy rain at 11 the wind shifted
to the W. in a heavy squall got the Ship before
the wind hauled up the Fore Sail, dued down
the Topsails Double reefed and luffed to the
wind to the S. at 11 nearly calm, latter part
strong gales from S. S. W. to S. S. E. Steering on
different tacks by the wind under double
reefs a heavy swell from the S. W. by S

Lat. by obs. $33 = 58$ S

Long. by Chro $45 = 46$ W

Saturday Dec. 17th first part strong winds from S by E.
Sunday - Steering to the westward by the wind, Middle
part nearly calm, latter part light winds from N
Steering S. S. W. Lat. - $34=21^{\circ}$ S.
Long. $47=07^{\circ}$ W.

Monday Dec. 18th. first part Moderate Winds from N
and fair Middle and latter part strong winds and
Thunder with heavy squalls, very tempestuous a part
of the time nearly all sail in, Steering on Diff. Courses
to the southward No obs. Lat. by asc. $36=42^{\circ}$ S.
Long. " " $48=40^{\circ}$ W.

Tuesday Dec. 19th. First and Middle part Strong
winds from N. to N. W. Steering on Different courses
to the Southward latter part moderate
Lat. by obs. $39=43^{\circ}$ S.
Long. by Chro. $50=00^{\circ}$ W.

Wednes. Dec. 20th. light winds from N. N. E. to W.
N. W. Steering S. W. foggy Lat. by obs. $40=30^{\circ}$ S.
Long. by Chro. $51=26^{\circ}$ W.

Thurs. Dec 21st. first part calm, Middle and
latter part moderate winds from S. S. E. to S. E. and
fair steering to the S. W. by the wind Lat. $41=36^{\circ}$ S.
Long. $52=28^{\circ}$ W.

Friday Dec 22nd. first part calm, Middle
part moderate winds from S. S. W. to S. W. by W.
Steering to the S. S. E. by the wind latter part fresh
breezes employed in breaking out the Stoveboard
side of the Fore hold and coopersing Bread & Flour
Lat. - $43=01^{\circ}$ S.
Long. $52=00^{\circ}$

Saturday Dec. 23rd. first part strong winds
from S. S. W. Steering on Diff. tracks by the wind
Middle and latter part Steering from N. to S. W.
winds from S. S. W. to E. Lat. by obs. $43=16^{\circ}$ S.
Long. " " $53=30^{\circ}$ W.

Sund. Dec 24th. first part moderate Winds from
N. E. latter part strong winds from N. Steering to
the Southward under all sail

Lat. $45=57^{\circ}$ S. by obs.
Long. $53=30^{\circ}$ W. by Chro.

1854

4 P.M.
Bar.
29 $\frac{37}{100}$

Monday Dec. 25th begins with strong gales from N.N.W. Steering S.S.W. at 2 P.M. took in the bow and Waist Boats at 7 Double reefed the topsails at 8 quite moderate latter part the wind hauled to the W. S. W. so ends Steering to the S. by the wind a heavy head swell on Ship making but a little headway Lat. by obs. 47=53 S.

Long. by Chro. 57=20 W.

Long. by Lun. 57=23 $\frac{1}{2}$ W.

at 4 P.M.
saw a Wha
Ship to
windward
under easy
Sail

Tues. Dec. 26th first part calm at 4 P.M. took a breeze from the S.W. Steered S.W. by Sun & all Sail, latter part strong winds from W. Steering to the Southward by the wind

Lat by obs. 49=33 S.

Long by Chro. 59=54 W.

Barom.
29 $\frac{18}{110}$

Wednes. Dec. 27th Winds from S. to W. and very baffling a part of the time Blowing a Gale under Double reefs; and at other times under all Sail, Steering on Diff. Courses to the South Westward under easy Sail through the night at 3 Am. made the Falkland Islands bearing S.E. 30 or 40 mi. Des. latter part strong gales W. S. W. to S. W. Steering to the Southward by the Wind at Noon the nearest Land in sight of Deck bore E.N.E. 30 mi. Des.

Lat. by obs. 57=08 S.

Long. by Chro. 61=07 W.

Barom.
29 = 40

Thurs. Dec. 28th First Strong Gales from S.W. Steering on Diff. tacks under Double reefs Jib & Main Sail in Middle & latter part Winds from W. S. W. to N.N.W. Steering to the Southward with a heavy head swell at 7 Am. under all Sail.

Lat 52=02 S.

Long 62=52 W.

Friday Dec 29th first and Middle part winds from S.W. and a heavy swell from the S. Steering S by E at 3 Am. Saw 8 Whales at 4 Am. the Boats went alongside of one and the Boatster missed him the Boats returned to the Ship at 9 Am. lowered again at Noon took a Whale alongside of the Ship Lat. 53=43 S. Long. 63=20 W.

1855

Bar.
29=10

Saturday Dec. 30th. At 1 P.M. commenced cutting the
Whale at 6 finished, strong Winds from N.W. Close reefed
the Topsails and Steered S. S. E. at 6 Am. nearly Calm,
Staten Land in Sight bearing S.W. by W. 30 mi. Dis. commenced
boiling. Latter part moderate winds from S.W. and equally
No obs. at Noon Staten Land bore W. by S. 30 mi. Dis

At 4 P.M.
broke the
back
of the
napoleon
days from
the sparero
at bottom

Sunday Dec. 31st. Strong Gales from S.W. heading to the S
S. E. by the wind under easy Sail at 11 P.M. took in the Fore
Topsail and Fore Sail and boiled down the works heavy Gales
and equally, at 7 Am. more moderate set the Fore Sail
and started the works again so ends boiling.

Lat. by obs. 55=00 S.
Long. by Chro 61=58 W.

1855

Monday Jan. 1st First and Middle part Strong
Winds from S.W. heading to the Southward under
easy Sail, at 4 Am. commenced finished boiling
latter part light winds from W. to N.W. Steering to
the Southward under all Sail

Lat. by obs. 55=41 S.
Long. by Chro. 61=42 W.

Bar.
very low
28=92
at Noon

Tuesday Jan. 2nd. Light winds from N.W. to S.E. and
Calms Steering S.W. by W. Latter part employed in
stowing the oil Betwixt Decks thick fog most of
the time

Lat. by obs. 56=08 S.
Long. by Chro. 62=25 W.

Barom.
28=74
west on
the voyage

Wednes. Jan. 3rd. first part light winds from N.E.
Steering S.W. by W. by Compass, at 11 P.M. winds hauled to
to N. took in Main Royal and Studding sails, strong breeze
at 3 Am. winds from W. N.W. to W. and equally Barom.
very low, hove to under a Close reefed Main Topsail
and took in the Waist Boat at 10 Do. moderate winds
set the Jib. Course as & Double reefed Topsails

Lat. by Poor obs. 56=35 S.
Long. by Chro. 64=20

5 Am. saw
high Steer
to the N.E.
then part
and then
sails &
the

Thurs. Jan. 4th. At 30 mi. P.M. took a heavy gust of
wind from S. which blew on to a heavy Gale called all
hands and put the Ship under a Close reefed M. S. Sail, F. S. Staysail
and M. Spencer as soon as possible very heavy Gale until Midnight
and then began to moderate at 3 Am. wore Ship to the west
latter part strong Gales Lat. by obs. 55=56 S. Long 64=30 W.

1855

Friday Jan. 5th. First and Middle part Strong Gales from the S.W. heading to the S.E. under short Sail at 8 Am. spoke the En. Ship Barstone from Sidney for London latter part moderate

Lat by obs. 56-08 S
Long by Chro. 64-30 W.

Saturday Jan 6th. First part Light Winds from S.W. Steering to the S.E. by the wind at 4 P.M. spoke the Ship Corinthian of New Bedford Capt. Russel 85 Days out Clean, latter part Moderate Winds from E. Steering W. S. W. by Compass -

Lat. by obs. 56-22 S
Long. by Chro. 65-22 W.

Sunday Jan 7th. First part light light airs from E.N.E. latter part fresh breezes from E.N.E. to S.W. and overcast Steering on diff. Courses from W. S. W. to S.W. in Co. with the Corinthian at 9 Am. saw the land bearing N. by W. by Compass supposed to be Cape Horn

Lat. by obs. 56-47 S.
Long. by Chro. 67-51 W.

Monday Jan. 8th. First part moderate winds from N.E. Steering W. S. W. Middle part light winds from W. to S.W. and rainy Steering to the southward by the wind latter part fresh breezes from N.W. Steering W. S. W. in Co. with the Corinthian saw 2 more Ships one bound to the E. Lat. by obs. 57-24 S. Long. by Chro. 70-47 W.

in Co. with the Corinthian)

Tues. Jan. 9th. fresh breezes from N.W. to S.W. Steering on diff. tacks winds mostly from N.W. Steering to the W. S. W. under all Sail Lat. by obs. 57-41 S. Long by Chro. 73-22 W.

at 6 P.M. Corinthian out of sight

Wednes. Jan 10th. Strong Gales from N.W. and thick weather most of the time Steering to the W. S. W. by the wind under Double reefs most of the time apart of the time Jib and Main Sail in with a heavy head swell Lat. by obs. 58-03 S. Long 76-00 W. At 7 Am. passed Signals with Bark Baltic

Bar. 28.00

Thursday Jan. 11th begins with strong gales from N.W. and thick weather Steering to the W. S. W. under Double reefs Topsails, at 7 P.M. hove to under a Close reefed

Main Topsoil and Spencers, at 7 Am. move moderate set Single reefed Topsails Courses and fible, latter part steering on Diff. tack by the wind, at Noon under all Sail heavy swell from the W. Lat. by obs. 58=20 S. Long. by Chro. 77=15 West.

At 4 P.M. passed 12 mi. from Dryden Van Kleeburg & some unknown and covered with snow at of the ice 8=32 Long. 78=35

Friday Jan. 12th. Commences with moderate Winds from N.W. to N.N.W. and a heavy swell from the west steering to the westward by the wind, at 10 P.M. Single reefed the Topsails strong winds and equally, at 6 Am. took in the fible & Main Sail, under Double reefs, at 9 moderate set the fible & Main Sail Lat. by obs. 58=17 S. Long. by Chro. 79=30 W.

At M. sight Bar. 28-34 lowest on the voyage

Saturday Jan. 13th. Comm. with moderate winds from S. at 4 P.M. winds from E. S. E. which soon blew on to Gale, Steered N.W. at 7 P.M. put the Ship under Close reefed Topsails and for Sail, rainy at Midnight winds from S. at 3 Am. let one reef out of the Topsails, at 4 Do. set the fible and reefed Main Sail Steered N.W. by N. at the same time saw 3 Ice Berge of Deck to leeward and a Berg to windward steering to the Northward heavy Gales from S.W. to W.S.W. ends the Day. Lat. by obs. 56=06 S. Long. by Chro. 80=27 W.

at 7 Am. saw a Whaling bark steering the E. and not back her

Sunday Jan. 14th. Begins with heavy Gales from W. steering to the Northward by the wind under Double reefed Topsails at 2 P.M. hove to under a close reefed Main Topsail and Spencers, at 7 Do. moderated some set the Fore & Mizzen Topsails Close reefed, at 4 Am. under Double reefs, Courses and fible, latter part thick weather No obs. Lat. by Acc. 54=53 S. Long. by Acc. 79=45 West

At 10 Am. saw Ship in sight heading to S. W.

Monday Jan. 15th. Commences with winds from W. steering to the N.N.W. under all Sail, at 11 P.M. took in the Topgallantsails and Fy fible at 2 Am. Double reefed the Topsails, at 5 took in the Main Sail, at 9 took in the fible and Close reefed the S. Sails, strong Gales from N.W. at 10 Hove Ship and set the Courses reefed, Lat. by obs. 53=13 S. Long. by Chro. 78=40 W.

Bar. 28.34

Tues. Jan. 16th. Begins with strong Gales from N.W. steering to the W.S.W. by the wind at 7 P.M. took in the Main Sail and S. S. Sail at 1 Am. lying under a Close reefed M. S. Sail, M. Spencer & S. S. Sail heading W. at 7 Am. very heavy Gale Ship labouring heavily hauled up the weather clew of the M. Topsail and with some difficulty got it furled heavy Gales ends the Day Lat. Long.

1855

Wednes. Jan. 17th. Heavy Gales from N.W. heading to the W. S. W. under a Close reefed Main Topsail and Spruce
Lat. by obs. 54-18 S. Long. 80-00 W.

Thursday Jan. 18th. Commences with strong Gales from N. W. at 5 P.M. set the courses reefed and Close reefed Topsails, at 6 Spoke the Ship Bannockburn of N. B. 20 bbls. Sp. at 4 Am. moderate winds from W. tacked to the N. latter part fresh breezes from S.W. to S. Steering N.W. by N. under all Sail in Co. with the Bannockburn.
Lat. by obs. 54-25 S.
Long. by Chro. 80-40 W.

Friday Jan. 19th. Begins with fresh breezes from S. Steering N.W. by N. Middle and latter part winds from W. Steering to the N. by the wind Pappallantsails and Fly Jib in a part of the time
Lat. by obs. 51-40 S.
Long. by Chro. 80-30 W.

Saturday Jan. 20th Commences with strong winds from N.W. by W. Steering to the N.N.E. by the wind mostly under reefed Topsails at 5 Am. tacked Ship to the W. S. W. latter part thick foggy. No obs.
Lat. by Acc. 50-30 S.

Sunday Jan. 21st. strong Winds from N.W. Steering on different tacks by the wind under single reefed Topsails thick foggy most of the time
Lat. 49-55 S.
Long. 80-03 W.

Caught 3 Porpoises

saw 2 Right Whales or more

1 Ship in sight

Monday Jan. 22nd. First part strong Gales from N.W. Steering to the N.N.E. by the wind at 7 P.M. Double reefed the Topsails and wore Ship & took in the Jib and M. Sail heavy Gales and rainy. latter part fresh breezes from W. S. W. to S. S. W. and fair Steering on different Courses to the N. Lat. by obs. 47-53 S. Long. 79-34 W.

2 Ships in sight one of them a schooner to the Bannockburn

Tuesday Jan. 23rd. These 24 hours moderate winds from S.W. to S. Steering N.W. by N. under all Sail at 5 P.M. put out the Mast Boat on the Cranes
Lat. by obs. 45-30 S.
Long. by Chro. 79-54 W.

Wednes. Jan. 24th. fresh breezes from S.W. to S. and fair
Steering N.N.W. $\frac{1}{2}$ N. took out the foreboard Pump to get out
the lower Box

Lat. by obs. $42=45$ S.

Long. by Chro. $80=00$ W.

Thursday Jan. 25th. Moderate Winds from S.S.W. Steering
N.N.W. variously employed

Lat. by obs. $40=19$ S.

Long. by Chro. $79=59$ West.

dec. it out
molasses
to the crew } Friday Jan 26th. Moderate winds from S.S.W. to S.W. Steering
from N. by W. to N.N.W. latter part put out the Bow Boat on
Sail in sight ahead

Lat. by obs. $38=12$ S.

Long. by Chro. $79=52$ W.

Saturday Jan. 27th. Fresh breezes most of the time from
W.S.W. and fair, Steering N.N.W. and N. by W. under all Sail

Lat. by obs. $35=10$ S.

Long. by Chro. $79=45$ W.

Sunday Jan. 28th. fine breezes from W.S.W. to S.E. and
fair Steering on diff. courses to the Northward

Lat. by obs. $32=21$ S.

Long. by Chro. $79=40$ W.

Monday Jan. 29th. Fresh breezes from S.S.E. Steering N. by W.
under all Sail

Lat. by obs. $29=20$ S. Long. by Chro. $79=36$ W.

Tuesday Jan. 30th. Fresh breezes from S.E. Steering
N. by W. under all Sail, at 10 Am. made St. Felix I. bearing
W. S. W. by compass 16 or 18 mi. Dis.

Lat. by obs. $26=00$ S.

Long. by Chro. $79=27$ W.

Wednes. Jan. 31st. Fresh breezes from S.S.E. to S.E. and overcast
Steering N. under all Sail employed in Sail mending

Lat. by obs. $23=02$ S.

Long. by Chro. $78=48$ W.

Thursday Feb. 1st. Fresh breezes from S.E. and overcast
Steering N. employed in Sail mending

Lat. by obs. $20=04$ S. Long. by Chro. $78=20$ W.

Friday Feb. 2nd. moderate winds from S.E. Steering
N. employed in Sail mending

Lat. by obs. $17=30$ S.

Long. by Chro. $77=50$ W.

Saturday Feb. 3rd. moderate winds from S.E. Steering on diff.
Courses to the North, at 2 P.M. lowered for blackfish and caught 2

latter part employed in Sail mending

Lat. by obs. $15=34$ S.

Long. by Chro. $78=24$ W.

1855

same seven ships } Sunday Feb. 4th. Light winds from S. E. Steering
on diff. Courses to the Northward.

Lat. by obs. $14=14^{\circ}$ S.

Long. by Chro. $79=44^{\circ}$ W.

Monday Feb. 5th. Light winds from E. S. E. to E
N. E. Steering N. N. W. employed in breaking out the
Labrant side of the lower Fore hole and Coopering
Bread and Flour lowered once for Blackfish

Lat. by obs. $12=51^{\circ}$ S

Long. by Chro. $79=52^{\circ}$ W.

Tues. Feb. 6th. Light winds from E. to N. E. Steering
on diff. Courses to the Northward employed in Sail
mending Lat. by obs. $11=33^{\circ}$ S Long. by Chro. $80=20^{\circ}$ W.

Wednes. Feb. 7th. Light airs from N. E. to N. and
calms Steering on diff. Courses to the Northward
employed in Sail mending Lat. $10=47^{\circ}$ S Long. $81=00^{\circ}$ W.

Thurs. Feb. 8th. Light airs from E. to N. N. E. and
calms Steering to the Northward at 9 Am. caught a
Blackfish Lat. by obs. $9=55^{\circ}$ S Long. by Chro. $81=01^{\circ}$ W.

Friday Feb. 9th. Moderate Winds from the S. E.
Steering to the North at 5 P. M. took 2 Blackfish latter
part employed in boiling them out Lat. $8=00^{\circ}$ S.
Long. $81=08^{\circ}$ W.

Saturday Feb. 10th. Moderate Winds from S. E. Steering
N. by W. latter part took two Blackfish Lat. by obs. $6=34^{\circ}$ S.
Long. by Chro. $81=12^{\circ}$ W.

Sund. Feb. 11th. Moderate Winds from S. E. to S.
at 11 Am. off Plata Harbor I went ashore

Mon. Feb. 12th. at half past 5 P. M. I returned to
the Ship and brought with me 4 bbls. of onions
and 2 bbls. of Sweet Potatoes Steered W. by N. with
strong breezes from S. S. W. at 10 Steered N. by W.
at 2 Am Steered N. N. E. latter part light
winds Steering on diff. Courses to the N. Eastward
Bound to Bombay Lat. by obs. $3=44^{\circ}$ S.

Tues. Feb. 13th. Light winds and Calms, At Noon first part Winds from S.W. latter part Winds from N. to N.W. at Noon Lat. by obs. 3-32 S. Bomber Point bearing E. N. E. 10 mi Dis.

Wednes. Feb. 14th. At 3 P.M. came to Anchor at Bomber in 6 fathoms sandy bottom latter part variously employed

Wednes. ~~Thursday~~ Feb. 14th. Civil account employees in taking a raft of cask up the River and filling them I went up to Bomber town and deposited my papers with the U.S. Consul Mrs. Oxford got on board the ship again about Sunset

Thurs. Feb. 15th. Strong breezes from N.W. to W.N.W. most of the time and a heavy breaker on the Bar. got off a raft of water with much difficulty with 4 Boats as the cask got a drift from the raft, lost one entirely and left on on the beach Boats employed from 10 Am. to 4 P.M. in getting the raft to the ship

Friday Feb. 16th. Strong Winds from N.W. to W.N.W. the most of the time employed in Watering &c.

Saturday Feb. 17th. Moderate winds and variable employed in getting off and Stowing Water

Sunday Feb. 18th. Light variable winds and Calms

Monday Feb. 19th. Strong Winds from S.W. at 9 Am. one watch went on shore on liberty the watch employed in stowing water &c.

Tuesday Feb 20th. fresh breezes from the westward the Watch employed in taking Potatoes on board and Stowing them away at 4 P.M. the liberty Men all returned to the ship excepting 3 viz. Edward Mosher, Charles Lewis, and Levi Meader who had deserted, at 8 P.M. I was informed by ~~one~~ D.F. Hughes Boatswain, that Francis White

Boatsteener had for some time been trying to raise a plot to break up the Voyage that the said White was then in the Ship's Forecastle making arrangements to take or in other words to steal a Boat from the Ship whenever a favourable opportunity offered. Run away with a large portion of the Foremast hands and the said Hughes also stated that the said White was highly offended with him for not stealing the Boat from me on this present day when up the River and then proceed immediately to the Ship as there was no other officer on board excepting Mr. Smith the 1st. Officer take charge of the Ship and take such things as they wanted from the Ship and such Men as choose to go and make their escape. Hughes also informed me that White for some Weeks previous to our arrival at this port asked him to make a false alarm of masthead. ~~and~~ make it appear that Sp. Whales were close to the Ship while ^{we} were all at breakfast that we may all make a rush on deck and give him an opportunity to put a portion of Poison in my cup as he could easily accomplish that by passing through the Steerage door into the cabin, that when I returned to finish my breakfast I may drink the fatal dose and consequently break up the voyage. I immediately put White in Irons for the safety of myself, Ship and Crew.

Wednes Feb. 21st. nothing to be remarked

Thurs. Feb. 22nd. nothing of importance took place excepting caught the 3 runaway and brought them on board in Irons
Friday Feb. 23rd. Arr. Bark Valparaeso 29mo. out 1000 W. 500 Sp

Saturday Feb. 24th. Arr. Ship Marry of Nantucket 30mo. out 1200 W. 100 Sp.

Sunday Feb. 25th. I spent the Fore Noon on board of the May and Capt. Sayer spent the Afternoon with me

Monday Feb. 26th. at 6 Am. Sea Account mustered all hands
aft and went through an examination of the Conspirators
found Bootstealer White to be guilty of all the Charges brought
against him, and that Charles Lewis Blacksmith was next to him
as he had threatened to burn the Ship, & more of the Crew
acknowledged that they had made up their mind to escape with
White with one of the Boats when they could get an opportunity
at 7 I put White and Lewis in the Rigger and gave them
both a moderate Chastisement hoping to benefit the crew
as well as themselves by making an example of them I
then consulted with my officers and they all thought it
best to put White on shore as he would be a dangerous
Man to take to Sea, at 8 I put him on shore for the Safety
of the Ship and Crew and for the good of all concerned
at 9 So. got underway and went to Sea took the deserters out
of Irons and put them to duty and all appeared right
again fresh breezes from N. and fine weather Steering W. by
N. at Noon poor old Pombeys. some 15 or 20 mi. Astern. -

Tuesday Feb. 27th. First fresh breezes from N.W. to S.W. Steering
to the South westward by the wind at 6 P.M. tacked to the
W. N.W. Middle and latter part moderate winds from S.W.
to S. Steering to the westward by the wind saw Blackfish
the watch variously employed on Ship Duty

Lat. by obs. $3^{\circ} 43'$ S.
Long. by Chro. $82^{\circ} 42'$ W.

Wednes. Feb. 28th. Light winds from S. to S.E. and Calms
Steering to the Westward the watch variously employed

Lat. by obs. $4^{\circ} 05'$ S.
Long. by Chro. $83^{\circ} 56'$ W.

Thurs. March 1st. Light winds from S.E. Steering
S.W.

Lat. by obs. $4^{\circ} 55'$ S.
Long. by Chro. $85^{\circ} 22'$ W.

Friday March 2nd light winds from S.E. Steering
to the westward

Lat. $5^{\circ} 00'$ S. Long. $86^{\circ} 45'$ W.

Saturday March 3rd. First part light winds from
S.E. Latter part fresh breezes Steering N. & W. by S.
latter part employed painting the W. Boat &c.

Lat. $4^{\circ} 50'$ S. Long. by Chro. $89^{\circ} 02'$ West.

1855

1855 Sunday March 4th. fine breezes from S. E.
Steering W. by S. Lat. $4^{\circ} 45' S.$
Long. $91^{\circ} 43' W.$

Monday March 5th. fresh trades from S. E. and
pleasant most of the time latter part a few light
showers of rain variously employed
Lat. $4^{\circ} 35' S.$
Long. $94^{\circ} 27' W.$

Tuesday March 6th. fresh trades from S. E. and fair
Steering W. by S. Lat. by obs. $4^{\circ} 32' S.$
Long. by Chro. $97^{\circ} 02' W.$

Wednes. March 7th. my Son Moses Lander's
Birth day 16 years old, oh that I could see him
may the good Lord bless him is my humble
Prayer. - this day moderate trades and fair
Steering on different courses to the Westward
employed in painting the Boats overhead &c.
Lat. $4^{\circ} 55' S.$
Long. $99^{\circ} 20' W.$

Thurs. March 8th. moderate winds from S. E. to E. S. E.
and fair Steering on different courses to the North
westward variously employed Lat. $4^{\circ} 06' S.$
Long. $100^{\circ} 42' W.$

Friday March 9th. moderate Winds from S. E.
and fair Steering to the N. W. employed in Sail
mending Lat. $2^{\circ} 30' S.$ Long. $101^{\circ} 55' W.$

Saturday March 10th. Light winds from S. E. to E.
Middle part rainy Steering on diff. courses to the
Northward employed in Sail Mending
Lat. $1^{\circ} 08' S.$ Long. $102^{\circ} 35' W.$

Sunday March 11th. Light airs and Calms latter
part employed chasing Blackfish took one
Lat. $0^{\circ} 27' S.$ Long. $103^{\circ} 09' W.$

Monday March 12th. Light airs from S. E. to S. and
fine weather Steering to the Northward latter part
boiled the Blackfish Lat. $0^{\circ} 24' N.$ Long. $103^{\circ} 32' W.$

Tues. March 13th. Light winds from S. to S.W. and fair
Steering on different courses to the Northward

Lat. 1=51 N. Long. 103=55 W.

Wednes. March 14th. Light Winds from S. to S.W. Steering
on diff. courses to the Northward employed in Sail mending

Lat 2=31 N. Long. 104=16 W.

Thurs. March 15th. light variable winds and Calms
Steering to the Northward employed in Sail mending

Lat. by obs. 3=37 N. Long. 104=20 W.

Friday March 16th. First part light air from the N.E. and
and calms, latter part Moderate winds from N.E. from 4
to 6 Am. rainy latter part pleasant employed in over
hauling Potatoes &c. Lat. 4=07 N. Long. 104=44 W.

Saturday March 17th. light winds from the N.E. and
fair Steering to the N.W. employed in Sail mending

Lat. 5=00 N. Long. 105=32 W.

Sunday March 18th. light winds from the N.E. and
fair Steering on diff. courses to the North westward

Lat. 5=54 N. Long. 106=36 W.

Monday March 19th. fine breezes from N.E. and fair
employed in Sail mending

Lat. 7=22 N.

Long. 107=50 W.

Tuesd. March 20th. fresh breezes from N.E. and
fair Steering N.W. by W. employed in Sail mending

Lat. 9=10 N. Long. 110=23 W.

Wednes. March 21st. fresh breezes from N.E. to N. and
fair Steering N.W. by W. 1/2 W. latter part unhook the
Mizen Topsail to repair bent o. Main S. G. Sail in
its place Lat. by obs. 10=52 N. Long. 112=42 W.

Thurs. March 22nd. fresh breezes from N. to N.E. and
fair Steering W. N.W. by Compass employed in Sail
mending

Lat 12=05 N. Long. 115=17 W.

Friday March 23rd. fresh breezes from
N.E. and fair Steering W. N.W. employed in
Sail mending

Lat. 13=30 N.

Long. 118=10 W.

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Saturday March 24th. fresh breezes from N. E. and fair. latter part employed in Coopersing the between Decks Lat 14 12 N. Long 120-47 W.

Sund. March 25th. moderate winds from E. S. E. Steering W. Lat 14-32 N. Long. 123-42 West.

Mon. March 26th light winds from the Eastward and fair Steering W. Lat. 14-47 N. Long. 126-10 W.

Tuesd. March 27th light winds from E. N. E. and fair Steering W. Lat. 14-56 N. Long. 128-16 W.

Wednes. March 28th Light winds from E. N. E. and fair Steering W. Lat. 15-07 N. Long. 130-15 W.

Thurs. March 29th. light winds from E. Steering from W. by N. to W. by S. Lat. 15-25 N. Long. 132-10

Friday March 30th. light winds from E. to E. S. E. and fair Steering from W. by N. to W. by S. Lat. 15-24 N. Long. 134-00 W.

Saturday March 31st. Light winds from the Eastward and fair Steering W. by S. Lat. 15-23 N. Long. 135-40 W.

Sunday April 1st. first part light winds from E. Steering W. latter part fresh breezes from E. N. E. to N. E. and equally with light showers of rain at 9 Am. passed a Ship Steering on the same course passed signals with her which answered to the Ship Majestic it was her no doubt as I wrote nearly or quite 1/3 faster than she did, latter part Steering W by N. Lat. 15-53 N. Long. 137-57 W.

Monday April 2nd. Strong trades from N. E. and equally apart of the time Steering W. 1/2 N. under all Sail - - Lat. 16-43 N. Long. 141-18 W.

Tues. April 3rd. Moderate winds from N. E. to E. N. E. Steering W. by N. Lat. 17-24 N. Long. 144-00 West

Wednes. April 4th. Moderate winds from the E. S. E. and fair unbent the Main Top sail and bent another employed in Sail mending, Steering from W. to W by N

Lat. 17-57 N. Long. 146-35 West.

Thurs. April 5th. fresh breezes from the Eastward and fair Steering W. by N. unbent the Fore T. Sail and bent another unbent the Fly jib. employed in Sail mending Lat. 18-58 N.

Long. 149-35 W.

Friday April 6th. Moderate winds from the Eastward. Steering W. by N. variously employed. Latter part saw a Sail sheet at Noon had gained her enough to see her off Deck - - - Lat. 19-57 N.

Long. 152-12 W.

Saturday April 7th. Winds from E. N. E. to E. S. E. and Steering W. by N. by Compass at 8 Am. spoke the Bark Italy of Greenport while passing her 125 bbls. Spoke at Noon the high lands and snowy peaks of Ohysee in sight of Deck peaking through the Clouds bearing about S. S. W. Lat. by obs. 20-46 Long. by Chro 154-54

Sunday April 8th. at 8 P.M. spoke the Ship Californes of New Bedford no oil on board at Midnight hove to off. Morice passage at Day light put away for Lahaina latter part light baffling winds and Calms at Noon in sight of the Ship to Anchor some 10 or 12 mi. Dis.

Monday Tues. April 9th. at 40 mi. P.M. I started for Lahaina in my Boat leaving the Ship nearly becalmed at 4 P.M. landed at 7 put away for the Ship again at 1/2 past 10 got on board of her nearly in the same place I left her calm until 3 Am. then took a fine breeze and worked the Ship up off the Town, at 9 I went on shore again so ends

Tues. Wednes. April 10th. at 8 P.M. returned to my Ship, latter part on shore again trying to look up some officers plenty of them on shore but not such ones as I want rather a hard looking set

1855

Wednes. April 11th. At 3 P.M. I shipped a Man by the Name of William Norton for at 2nd. Mate at 6 So. got on board of my Ship Anthony Lake with me as passenger and put away for Honolulu Calm most of the time through the Night latter part fresh breezes from S.E. at Noon Simon 5 mi Dis — —

Thurs. April 12th. at 2 P.M. off Honolulu Harbor I lowered my Boat and went on shore found 2 letters there from my Wife and a number for the rest of the Ship's company at 6 So. returned to the Ship Strong winds most of the time through the Night and heavy rain most of the time winds from S.E. to S.W. and very thick at 7 Am. lighted up found myself to the Eastward of Simon Head well in shore latter part light and baffling winds from the Southward with a heavy swell heaving on to the Island at noon Simon head bore W.S.W. 10 mi Dis. cant do anything more than keep the Ship out of danger so ends myself employed in working

Friday April 13th. moderate winds from the S.W. to W. and fair Steering on Different tacks by the wind trying to get to Honolulu against head winds and a strong current falling to leeward all the time at Noon Simon Head bore N.W. by N. 8. P. of the P. N. by E.

Saturday April 14th. Commences with moderate winds from the Westward Steering on Different tack Middle part fresh breezes from the Eastward at 7 P.M. off Honolulu I went on shore discharged Mr. Johnson May 2nd. Office. latter part strong Winds from S.E. and heavy rain

Sund. April 15th. at 6 P.M. I returned to the Ship Strong Winds from S.E. Steered to the S.W. under all Sail at 9 So. winds from S.S.W. and moderate ^{rainy} breeze Ship to the S.E. wind died away nearly Calm, ship frequently falling off to N.E. by N. and a heavy swell heaving on the Island lighted up

the nearest land in sight bearing N. N. W. quite near at 11 noon to the W. continued about Calm until 2 Am. when we took a heavy Thunder squall from S. W. to W. knocked the Ship down on her beam ends nearly let go all the hauly and fore and aft run the lee Boats nearly under stove the Bow Boat, Steering the Ship from S. E. to S. running at full speed at 3 Do. quite moderate hoisted up the topsails again, at 4 Do. calm at 5 past 5 took a light air from the E. and Steered W. by S. all Sail set at 6 Do. discovered the French Whale Ship on shore on the S. W. part of Marchoe Island that ashore there 3 Nights previous Distance by Estimation 10 mi. Latter part about Calm the Ship still heading to the Westward at Noon the nearest land bearing N. by estimation 10 mi. Distance

Mon. April 16th. first part light winds from the eastward and Calm, latter part light winds E. to E. S. E. Steering W. by S. Lat. by obs. $21=14^{\circ}$ N. Long. $158=45^{\circ}$

Tuesday April 17th. light winds from the Eastward and Cloudy Steering W. S. W. and W. by S. Lat. - $21=05^{\circ}$ N. Long. $160=09^{\circ}$ W.

Wednes. April 18th. light winds from E. to S. E. and squally with light showers of Rain Steering W. S. W. & W. by S. Latitude $21=53^{\circ}$ N. Long. $162=06^{\circ}$ W.

Thurs. April 19th Light winds from the E. Steering W. variously employed, making Hove &c. Latitude $21=14^{\circ}$ N. Longitude $164=00^{\circ}$ W.

Friday April 20th. light winds from E. S. E. to E. Steering W. by Compass. variously employed Lat. $21=29^{\circ}$ N. Long $165=34^{\circ}$ W.

Saturday April 21st. light winds from E. S. E. to E. and squally with light showers of Rain Steering W. by Compass Lat. $21=57^{\circ}$ N. Long. $167=15^{\circ}$ West.

Sund. Apr. 22nd. light winds from E. S. E. to E. N. E. and squally with small rain at times Steering W. Latitude $22=13^{\circ}$ N. Longitude $168=50^{\circ}$ W.

Monday April 23rd. first part light winds from E. N. E. latter part fresh breezes from N. E. and fair variously employed fitting a new Boat &c.
 Lat. 22=55 N. Long. 171=18 W.

Tuesday April 24th. Strong trades from N. E. and fair Steering W. $\frac{1}{2}$ N. by Compass under all Sail
 Lat. 23=48 N. Long. 174=44 W.

Wednes. April 25th. Strong trades from N. E. latter part winds from E. with light Showers of Rain Lat. 24=46 N. Long. 178=04 W.

Thurs. April 26th. Moderate winds from E. N. E. to E. S. E. Steering W. by N. latter part employed in serving out Slops to the crew Lat. 25=34 N. Long. 180=00

Friday April 27th. Moderate Winds from E. N. E. to E. S. E. and fair Steering N. W. $\frac{1}{2}$ N. by Compass
 Lat. 27=27 N. Long. 178=38 ^{East} ~~West~~

Saturday Ap. 28th. Moderate Winds from E. N. E. to N. E. and fair Steering N. W. by N. under the Fore & Main Courses and M. P. Gullentail and bent old ones their places, Lat. 29=08 N. Long. 177=40 E.

Sunday April 29th. Moderate winds from N. E. to S. E. and breezy Steering N. W. latter part a Sail in sight Astern steering on after us
 Lat. 31=04 N. Long. 176=34 E.

Monday April 30th. first and Middle part fresh breezes from S. to S. W. Steering N. W. latter part light winds from N. W. Steering on Diff tracks in company with an English Frigate
 Lat. 32=32 N. Long. 175=00 ^{East} ~~West~~

Tues. April May 1st. first and Middle part light winds from N. W. to N. E. Steering to the westward by the wind latter part light winds from E to S. E. and a heavy swell from N. W. so ends in Co. with the Frigate Lat. 32=48 N. Long. 174=25 E.

Wednes. May 2nd. First part light winds from S. E. Steer-
ing N. W. by W. Latter part strong winds from S. to S. W.
and Raining at 10 Am. ^{haze} I heavy fall on Deck by the Decks
being wet and slippery by stepping on a rope my foot slipped
and I had a heavy fall on my left side which hurt
me quite bad, still I hope by the blessings of God it may
not amount to any thing very serious at Noon took in
the Main Royal and Studding sails thick weather ends
the Day No obs. Lat. by Acc 34=06 N. Long. 172=52 E.

Thurs. May 3rd. Commences with Strong Winds from
S W Steering N. W. by W at 3 Am Double reefed the
Topsails, at 6 Do. took in the Jibb and Main Sail at 7 Do.
Close reefed the Fore & Mizzen Topsails Latter part Strong
Gales Steering N. W. a heavy Sea on Latitude 36=48 N.
Longitude 170=40 E.

Friday May 4th. 1st. part Strong Gales from from W. S.
W. Steering to the N. W. by the wind under Double reefed
Topsails Latter part more moderate Main S. G. Sail
set with a heavy head swell Lat. 38=32 N. Long. 169=50 E.

Saturday May 5th. First part Moderate Winds from
W. Steering to the Northward by the wind, Latter
part Strong winds from S. and thick weather with
rain Steering N. W. by W. under all Sail

No obs. Lat. by Acc 40=05 N. Long 168=25 E.

Sund. May 6th. Winds from S. W. from to N. W. and
thick fog most of the time part of the time strong
Winds under Double reefs and a part of the time
nearly Calm winds very boisterous Latter part a
Ship in sight to Windward Lat. by poor obs. 41=37
Long. " " " 166=48

Monday May 7th. Winds from N. W. to S W. and cloudy
and somewhat squally Steering on different tacks by
the wind under all Sail most of the time Latter
part 2 Sail in sight Lat. by poor Obs. 42=41 N. Long 166=00 E.

Tuesday May 8th. Strong Winds from W. N. W. to W.
and squally Steering on Diff. tacks but mostly to the
Northward part of the time under all Sail heavy swell from
S. W. one Sail in sight. Lat. 43=33 N. Long 165=32 E.

Accident

side
strong better
lowly

1855

Wednes May 9th. Begins with Winds from W. to W. S. W. and equally Steering to the Northward by the wind at 5 P. M. passed Signals with a Ship supposed to be the Cuprates as she showed her Signal at 6 turned to the W. S. W. Middle and latter part strong winds and equally Winds from S. W. to S. S. E. most of the time under single reefs equals of winds rain & Snow.

Lat. $44=26$ N. Long. $163=47$ East.

My Side yet remains in a weak state which worries me very much, still I have always been able to get about in a moderate manner navigate my Ship &c. still I have to let many things go undone that I should have done in consequence of this accident happening to me and how I shall get along and get a voyage unless the good Lord restores me to my health again I can't tell, but still I am yet in hopes that I may be restored

Thurs. May 10th. first and Middle part fresh breezes from N. N. W. to N. and equally Steering to the Westward by the wind, latter part calm and Cloudy No obs. Lat. by acc $44=37$ N. Long. $162=26$ E.

Steward
very
Tish

Friday May 11th. first part calm Middle and latter part Strong Gales from S. E. and Rainy at 8 Am. Double reefed the Topsails thick fog ends the day No obs. Lat. by acc $46=43$ Long. $161=14$ E.

Steward
a little
more
comfortable

latter part
put up the
Hove

Saturday May 12th. Strong Winds from S. E. and thick weather with small Rain Steering to the North westward under Double reefed Topsails with a heavy head swell at 7 Am. spoke the Ship American of Edgerston No obs. Lat. by acc. $48=00$ N. Long. $159=50$ E.

My side
rather
better but
quite big
yet and like
to be so as
long as I have
to wait
myself
so much

Sunday May 13th. first and Middle part Moderate Winds from S. E. to E. Steering on Different Courses to the Northward latter part fresh breezes from S. E. Steering N. W. by W. at 11 Am strong Gale headed to the E. S. E. by the wind under Double reefed Topsails Libb and Main Sail in with strong appearances of a heavy South East Storm No obs.

Lat. by acc $49=40$ N. Long. $157=10$ W.

Monday May 14th. Begins with strong Gales from S.E. at 1 P.M. Close reefed the Fore Topsail at 6 P.M. took in the Fore Gail (as 28-7/100) and Close reefed the Main Topsail, heavy Gales and heavy Rain, continued the same until 1 A.M. and then moderated some at 5 the wind hauled to the S.W. at 8 A.M. passed an English Ship 1/4 mi. Dis. Steering to the N.E. supposed to be a store Ship bound to Petropolska, latter part Steering on different tack by the wind under Close reefs strong Gales ends the Day

Lat. by obs. 49-52 N. Long. by Chro. 157-50 E.

Tuesday May 15th. Strong Gales from S.W. first part heading to the N.W. under Close reefed Topsails & Spencers, at 11 P.M. wave Ship, at 30 mi. Am. blowing hard hove to under a Close reefed M. & Gail Main-Spencer and Fore S.M. Topsail so ends the Day heading to the S.E. making nearly a dead Drift

No obs. Lat. by Acc. 50-00 N. Long. 158-00 W. East.

3 Ships in sight. } Wednesday May 16th. Commences with strong Gales from S.W. heading S.E. at 6 A.M. winds from W.S.W. at 9 wave Ship and set Double reefed Topsails and Spencers strong winds ends the Day

Lat. by obs. 49-45 N. Long. 158-46 E.

Thursday May 17th. Commences with strong Gales from W. Steering to the N.W. by the wind under Double reefed S. Gails & Spencers, at 8 P.M. Close reefed the Fore Topsail at Midnight more moderate, at 2 A.M. made some Sail, at 5 wave Ship and set the Main Sail, at 10 under all Sail at 11 tacked to the N.W. one Bark in sight to seaward

Lat. by obs. 50-19 N. Long. 158-32 E.

Friday May 18th. fresh breezes from W.S.W. to W. and fair at 4 P.M. made Shamshatka bearing N.W. at 7 tacked to the S. the nearest land bearing N.W. 20 mi. Dis. by Estimation at 8 A.M. tacked to the N. latter part saw several Right Whales and lowered the Boats once most of the time Main S. G. Sail set latter part smoky could not see the land far

Lat. by obs. 50-11 N. Long. by Chro. 157-57 E.

Saturday May 19th. first part winds from W.S.W. and fair lowered twice went alongside of one our Boat Steamer Hughes missed him, Middle and latter part thick Fog most of the time Steering on different tack by the wind No obs. - Lat. by Acc. 50-02 N. Long. 157-38 E.

Sunday May 20th. Commences with fresh breezes from
S. S. W. to S steering on different tacks by the wind the
weather very thick at 4 Am. lighted up some saw the
land bearing W. S. W. 15 or 20 mi. Dis. by Estimation the
weather looking very bad, at 8 Am. made all Sail and
steered to the W. with an attempt to look for the passage
through into the Red Sea at 10 blew on suddenly to a Gale
the weather very thick could not see the land but a
short distance. Double reefed the Top sails and wore
Ship No oars. Lat. by Acc. $49 = 45^{\circ}$ N. Land 10 mi S. by E. Gulf

Monday May 21st. Commences with strong Gales
from S. and hoisting steering to E. S. E. by the wind at
1 P. M. took in the Main Sail at 2 took in the Jib; at
4 took in the Fore Sail and Close reefed the Fore Topsail
at 7 the Ship heading S. E. by S. winds moderate and
thick fog, at 4 Am. wore Ship and set the Fore Sail
and Jib, steered W. N. W. by the wind, thick fog ends
the Day Lat. by Acc. $49 = 45^{\circ}$ N.

Tuesday May 22nd. at 1/2 past Meridian tacked to the
Eastward, at 2 the fog lighted some, tacked to the westward
and at 6 tacked to the E. again quite clear of fog but
thick Cloudy no land in sight at 9 tacked to the W. again
at Midnight blowing a Gale from S. wore Ship Double
reefed the Topsails, took in the Jib and Fore Sail and
the wind began to haul to the Westward, at 5 Am. strong
Gales from N. W. at 8 wore Ship set the Fore Sail Jib &
Main Sail at 10 took in the Jib strong Gales from N. W.
and a heavy head swell on Ship putting her spirit to
and making but little headway Lat. by Acc. $49 = 35^{\circ}$ N.
Long. by Chron. $158 = 00^{\circ}$ E.

Wednesday May 23rd. Commences with strong Gales
from the N. W. steering to the W. S. W. by the wind
under Double reefs at Midnight nearly Calm
later part Calm and Cloudy employed
in repairing Sails putting up Belaying racks &
No oars. Lat. by Acc. $49 = 20^{\circ}$ N.

my side
setting
better mate
fast

stowed
little
better
its up
some

Thurs. May 24th. Commences Calm, at 3 P.M. took
took a light breeze from S. and steered S. by E. light
winds continued from S.W. to S.E. through the day with thick
cloudy weather at 11 Am. made the Island of Oukotan
through the haze at no great distance at 11 Am. the E.
part of the Island bore S. by W. the S.W. part S. W. by S.
and another Island bearing W. by S. No obs.

Lat. of the S. part Oukotan $49^{\circ}15'N$.
Long. of the E. " about $155^{\circ}00'E$.
by the Chart of the Ochotsk Sea

Friday May 25th. light winds from E. S. E. to S. S. E. and thick
fog most of the time employed in fitting a spare Boat
head Axes &c. Steering N.W. $\frac{1}{2}$ W. No obs. Lat. by Arc. $50^{\circ}14'N$.
Long. " " $153^{\circ}07'E$.

Saturday May 26th. Moderate winds from S. E. and thick
weather Steering N.W. $\frac{1}{2}$ W. under all sail latter part employed
in coopering the Sp. oil and stowing it in the lower Hold
No obs. Lat. by Arc. $51^{\circ}20'N$. Long. by Arc. $151^{\circ}15'E$.

Sunday May 27th. Strong winds from S. E. latter part thick
and rainy. at 7 Am. took in the light Sails and put the Boats
on the high Cranes, at 10 Double reefed the Topsails at
Noon came to under a Close reefed Main Top sail heading
to the Southward, hove to for fear of ice it being heavy thick
fog. No obs. Lat. by Arc. $53^{\circ}15'N$. Long. $147^{\circ}55'$ East.

East
4-40

Monday May 28th. Commences with Strong Winds from
S. S. E. and thick, at 1 P.M. Steered N.W. $\frac{1}{2}$ W. under easy
Sail Middle part heading on different tack by the
wind under Close reefed Topsails with the Main
Top sail aback latter part Moderate winds and fair
Steering W. under all Sail Lat. by obs. $53^{\circ}48'$ North.
Long. by Chron. $145^{\circ}40'$ East.

try the
- 21 41
in night
times when
blew up
came up
- 21 41
blow up
made it

Tuesd. May 29th. Commences with fine breezes from the S.
and pleasant Steering W. by N. at 6 P.M. raised the Ice and
saw ahead at 1/2 past 6 spoke the Ship Benjamin Rich
of Wadsworth nothing this season, up with the Ice Middle part
lying on different with the head yards aback from 2 to 5 Am.
several light showers of Rain, at 6 rain cleared off. latter part
thick fog most of the time employed in regulating the Ratchet
Sicks and coopering the Pipes of bread under Short Sail No obs.

1855

little the
last day

Wednes. May 30th. First part fresh breezes from the
Southwest and some fog Ship under easy, Sail
Coasting along the ice to the Northwest and westward
latter part light winds and pleasant employed in
setting up Shooks in Co with the Ship Serg. Rush

Lat. by obs. 54=53 N. Long. by Obs 143=50 E.

Remained
rather
better
gets out
under
and slowly

my side
men
up slowly

Thurs. May 31st. Light variable Winds and fair working
along to the Northwestward through the Ships between
the strips of ice in Co. with the B. Rush Capt. Harkiss
came on board and made me quite a long visit
stoped 5 hours the Copper employed in setting up Shooks
the Green variously employed were the cutting gear and
got it up &c. myself employed in carpentering to
the Hoghouse to pieces put up a vice bench, and
built a platform behind the House

Lat. by obs. 55=05 N. Long. by Obs. 143=40 E.

Friday June 1st. Light winds from the Southwest
the first part of the day Middle and latter part fresh
breezes spoke the Ship Marcia nothing this Season also
Bark Alfred Gyles So. dark and Cloudy weather most
of the time, off and on the ice several Ships in sight

Lat by obs. 55=49 N. Long. 144=11 E.

Saturday June 2nd. Light winds from the Westward
and thick fog most of the time spoke Ships Charles Carroll
of Nantucket 4 whales this Season Harvest of So. 1 Whale
and Carolina of N. B. nothing a great number of Ships
in sight one or 2 Baiting, off and on the ice

Lat. 56=10 N. Long. 143=48 East.

Remained
about forty
five. Ships
from West
land and
the weather
not very clear
if it had been
but by 8 o'clock
have seen
many more
into 2 or 3
baiting

Sunday June 3rd. Moderate Winds from the
Southwest and most of the time thick fog spoke Ships
Carolina of N. B. nothing this Season, Ship Levi Starbuck of
So. So. Ship Mararova of So. 2 whales this Season saw
a plenty of ice and no Whales ice seen from E. to South
on the North side west from West land latter part
winds from S. E. Clear of ice from E. to S. making short
trips from ice to ice on both sides

Lat. 56=21 N. Long 143=45 E.

Steward Gaining slowly
My Side gaining slowly also.

Monday, June 4th First & Middle part fresh breezes from S.E. and thick fog most of the time steering on different tacks and a part of the time lying with the Main yard aback at 4 Am. Steered to the S.W. by the wind with strong winds from S.E. at 8 Am. spoke the Ship E. H. Morgan & whales this Season thick weather ends the Day No obs.

Lat. by Acc. $55 = 45$ N. Long.

Tuesday, June 5th. Commences with fresh breezes from S.E. Steering to the S.W. by the wind at 4 P.M. spoke the Ship Polar Star of N. B. 1st Wh. this Sea. at 5 made the Ice ahead thick fog wore Ship and shortened Sail, passing some large pieces of drift. Ice most of the time lying with the Main yards aback, at Midnight saw large pieces of Ice ahead put the helm up immediately and in the act of wearing Ship to keep clear of the Ice suddenly struck the Ice and injured the stern of the Ship a considerable and also the bows of the Ship, can't tell how much as the damage done is principally under water but the stern of the Ship appears to be badly shot & broken & in the pump but soon found there was but a little water in the Ship latter part thick fog most of the time when it lighted up saw plenty of Ice to the S. & W. and a number of Ships in sight at noon spoke the Ship Coral nothing this Season No obs.

Wednesday, June 6th. Light winds from S.E. to S. and thick fog most of the time heading on Diff. tacks under easy Sail lying aback a part of the time. spoke Ship Thomas Dickerson of New Bedford killing her 1st whale this season No obs.

Thursday, June 7th. Light winds from S.W. and thick fog most of the time at 5 P.M. lowered my Boat and went off a gunning at 7 returned to the Ship with 13 Fowl, spoke the Ship Midas and bought 10 lbs. Potatoes at 2.50 per lb.; plenty of Ships in sight and plenty of Ice when the fog lighted at times and that not often No obs.

Friday, June 8th Light winds from S.E. to S. and thick fog nearly all the time lying on different tacks with Main of Main yards aback nearly all the time when it lighted up at times seeing 20 Ships in sight, plenty of Ice and no Whales No obs.

1855

Bar.
29-35

Saturday June 9th. Commences with light winds from the S.E. at 7 P.M. strong winds put the ship under Double reefed Topsails & took in the Jib & Main Sail, thick and rain lying black on Left. Tacks almost surrouned with Ice and plenty of ships blowing the horn continually latter part moderate and thick fog most of the time Lat. by obs. 55 = 44 N.

Sunday June 10th. First part fresh breezes from N.W. and thick fog. Latter part moderate Winds from N.N.W. to N.N.E. and fair steering on different tacks making the Ice on both tacks from N.W. to E. around on the Southern coast saw a number of Ships sailing in all directions spoke the Ship Washington of N.B. 700.

Lat. by obs. 55 = 37 N. Long. 143 = 15 E.

Monday June 11th. Moderate Winds from N.N.E. to E. Steering on different courses to the South westward along the Ice thick fog most of the time spoke ships John Wells of N.B. 340 bbls. sp. and 140 bbls. W. Charles Phelps of Haverston 6 Withes Lagoon N's obs.

Tuesday June 12th. First part moderate winds from the E. by S. to E. Steering to the N.E. by the wind at 8 Am. Calm thick fog most of the time

Lat. by Poor obs. 55 = 54 N. Long. 143 = 48 E.

Amount of
gunny
and fat
28 Sacks

Wednesday June 13th. Light winds from the Westward and Calms Steering to the Northward thick fog most of the time several Ships in Sight when clear

Lat. by poor obs. 56 = 15 N.

Thurs. June 14th. Commences with light winds from the Westward and thick fog Steering to the N.W. by the wind at 5 P.M. picked up a Chair and an Empty Cask supposed to have come from the Ship Edgar of Cape Spring that was cast away on Lomas Island 6 Days previous at 7 the fog cleared off saw Lomas Island bearing 36. S.W. 6 mi. Dis. Middle and latter part winds and weather about the same, plenty of Ships and plenty of Ice when the fog lighted at Noon the S. bore N.W. 12 or 15 mi Dis.

Friday June 15th. Light variable winds and fair steering on
Diff. courses to the North Eastward 1st part 20 Miles in sight
 Latter part one lot by obs 56=31 N. Long. by Chron. 144=36 East

Saturday June 16th. Fresh breezes from S.W. steering
to the Northward under all sail at Noon the land in
sight some 25 or 30 mi. Dis. half covered with snow bearing
from N.W. to N.E. Lat. by obs. 58=44 N. Long. 145=08 E.

Sunday June 17th. Commences with moderate winds
from S.W. steering to the N. at 3 P.M. up to the Ice which
made of 12 or 15 mi. from the land at 8 P.M. spoke the Ship
Cambria of N.B. nothing this season lay with the head yards
aback until 3 Am. am. Steered to the N.E. with a fresh breeze
from the W.S.W. at 9 Am. the land seen. Dis. I observed
2 Boats and pulled in to the Bay in Co. with Capt Pease
of Ship Cambria he had sent in 2 Boats 1 hour previous
to look for Whales so ends the Day

Monday June 18th. At 2 P.M. took a heavy gale of wind
from N.E. while I was on shore looking out for whales, what
some would probable call a young Flareware it. I saw very
hard down the Bay it was with much difficulty we saved our
Boats by hauling them up on to the Ice as we had to haul
them a considerable distance over rocks through the surf
before we came to the Ice the Ship took the squall at the same
time put the Ship under a Double reefed M. S. Sail Close
reefed fore top sail and foremast the Cambria split his
kille bed, at 6 P.M. Ship under all sail again a long way to
be made we could not launch our Boats such a heavy sea running
on at 3 Am. we launched our Boats with much much difficulty
and started for for the Ship at 5 reached the Ship in safety
 Latter part fresh breezes steering to the Eastward along the land

Tuesday June 19th. At 10 fresh breezes running along
the land to Eastward at 5 P.M. sent in 2 Boats to look for
Whales at 7 the Boats returned to the Ship saw no Whales Long
2 mi. Dis. from the Ship Middle one Latter part light winds
and Calm working the Ship to the Westward, at Noon the
land seen or 12 Dis. to the North lying nearly E. & W. about here
8 Whales. Lat. about 59=00 N. Long. by Chron. about 147=20

1855.

Wednes. June 20th. light winds from the Northward and Calms working the Ship to the westward along the land latter part Cloudy with small rain

sent the chain and but the anchor in the shoe

Thursday June 21st. First and Middle part light winds and Calms & Ships in sight, latter part moderate winds from the Southward at 10 Am. sent 3 Boats in the fore to look for Whales 2 other Ships had their Boats in at the time so sails flying off and on the land 2 mi. Dis. lat. by obs. $59^{\circ}12'$ North. Long. by Chro $146^{\circ}55'$ West the long. of the Bay by Chart being from 12 to 15 mi farther W. than the Chro. gives it) think the Chro. nearest right

Friday June 22nd at 3 P.M. the Boats to the Ship saw no Whales, Winds from S. Thence to the Eastward under all sail latter part strong winds and heavy at Noon of Saavik Bay south head and Brown's in sight of Lark, the weather quite thick

Saturday June 23rd light winds the Southward and Calms working the Ship into Saavik Bay latter part took a tree along side and hoisted it in on deck for fire wood the Tree was 66 feet long and much resembled the Elm, with the roots on a bundle of trees drifting about here at Noon the S. end of Bowhead Island bore S. E. by E. by Compass 5 mi. Dis.

Sunday June 24th light variable winds and Calms working the Ship up into the Bay, 4 Ships in sight & boiling, at 8 Am. land to the South. 3 mi. Dis. sent in the 3 Boats to look for Whales at 10 saw two Ships to anchor within a point of land one of my Boats went on board of them they proved to be Ships Daniel Wood and Medas at Noon Winds from N. E. and Rain called the Boats on board

Monday June 25th 1st part rainy at 7 P.M. spoke the Ship Glorinda 3 whales this Season latter part light variable winds and Calms can't get nowhere in Co. with the Fog

Tues. June 26th. Light winds from the South-west and fair at 2 Am. off French bluff saw several Boheads bunched 3 Boats on to with Ship Florida at Noon the Boats just in sight from Martha's pulling in towards the Land saw the Floridia take a Whale at same time

Wednes. June 27th. Commenced with light winds from the S. Steering inshore after the Boats making a course about N. at 5 P.M. the Boat returned to the Ship reported many Whales inshore but could not strike them fresh breeze from S. S. W. through the remaining part of the Day at Noon off the French Bluff again Ship Florida to Anchor, saw her take another Whale

Thurs. June 28th. light variable winds and fine weather at 4 P.M. came to Anchor 12 fathoms sandy Bottom French bluff bearing S. W. 1/2 W. 6 mi. Dis. latter part saw great number of Boheads Boats continually chasing could not get near enough to fasten

Friday June 29th Light variable winds and Calms plenty of Boheads Boats continually on chase but could not get near enough to fasten saw the Floridia take another Whale 2 more Ships in sight trailing and fishing

Saturday June 30th Light variable winds and Calms employed in chasing Whales Night air Day got along side of one and Boatsteerer Hughes refused to dart as he thought the Whale was too near the Boat most likely as it was a first rate chance and the 2nd time he had missed I turned him before the Mast and put a foremast hand in his place

Sunday July 1st. Light variable winds and fair at 2 P.M. the Boat fastened to a Whale 2 Boats in shore after Whales some time lost my signal and called them on ahead, at 4 got the Ship underway, at 7 took the Whale to the Ship, at 11 past 7 commenced gutting at 11 past 9 finished latter part employed in stripping Bone chasing Whales &c

1855

Monday July 2nd. Begins with Chasing Whales, at 5 P.M. struck a Whale at 7 took him to the Ship at 20 mi. past Commence Cutting, at 10:40 finished latter part employed in boiling Chasing Whales &c at 11 Am. a Boat with 5 natives came along side with about 1 Bbl. of fresh Salmon and 40 or 50 lbs. of Whalebone I purchased their whole cargo for a mere trifle and then went on shore again -

Tuesday July 3rd. Light variable winds and Calms employed in Boiling and Chasing Whales.

Wednesday July 4th. First part light winds and Calms spoke Ship Ohio 9 Whales this Season, at 6 P.M. finished boiling at 8 Am. a heavy swell came in from S. S. E. to S. E. immediately followed by strong Wind from E. S. E. Steered to the S. by the wind under all possible Sail to fetch clear of Fog Island coming on thick and rainy at the same time it took in the Main S. Y. Sail at 10 Double reefed the Top sails blowing a heavy Gale, the Ship pitching bows under every patch so ends Carrying all possible Sail in Co. with Ship & loaded.

Bar. 29-05
Thurs. July 5th Commences with heavy Gales from E. S. E. and Rainy, at 1 P.M. took in Jib and Main Sail and Close reefed Fore & Mizzen Top sails carry all the Sail we could safely, to keep off the land, at 8 Am. began to moderate, latter part quite moderate and thick fog most of the time 2 Sail in sight when the fog lighted -

Friday July 6th. Moderate winds from E. S. E. to S. S. E. and a heavy swell on the Bar yet continues low, Steering on Jib tacks under easy Sail, but mostly to the S. E. thick fog most of the time and otherwise cloudy -

Saturday July 7th. Light variable Winds and thick fog most of the time employed in Stowing down oil, latter part looked S. in sight bearing E. by N. also the land on the West side of Parvik Bay in sight over the fog. -

Sunday July 8th. Light airs from the Westward and
Calms. Latter part small rain at Noon the S. part of
Bowhead Island E. S. E. 6 mi. Dis. - - -

Monday July 9th. first part light variable. Winds and Calms
with steady rain. Latter part thick fog. sounded twice over 50 fath.
thick sandy bottom.

Tuesd. July 10th. First and middle part light variable
winds and thick fog. Latter part light winds from the
S. and thick fog leading to the North-westward trying to
get over to the Frenchmans bluff. so called when it lighted
up at times saw the land to the N. and 2 Ships - - -

Wednes. July 11th. Commences with moderate Winds
from the S. at 7 P.M. became near fog Island, and
remained through the remainder of the Day. Latter part
undercut the St. Gove Topsail and bent a good one. At
Noon took a breeze from the Southward and Steered
to the North. at 3 P.M. off so ends the Day.

Thurs. July 12th. at 3 P.M. off the Frenchmans
bluff saw plenty of Bowheads and lowered the
Boats, saw 4 Ships to Anchor saw 3 Whales taken from
deft. Ships some boiling at the same time 3 Ships
under Sail, chased Whales until 9 P.M. and then took
up the Boats and set the watch at 3 Am. called all
hands and lowered the Boats for Whales, Whales plenty
saw 2 or 3 taken but ^{we} could not get fast the most
trying thing indeed to see every body getting Whales
and my most miserable Officers dont know enough
to get near one

Friday July 13th. Commences with light variable winds and fair
chasing Whales, at 7 P.M. a heavy swell came in from the
S. the sure signal for a Southeaster, Winds from S. all the Ships
commenced working out the bay, at 8 put the Boats on the high
cranes at Midnight strong Gale from S. E. to S. W. carrying all
possible Sail on. Left tooks thick fog most of the time. at 7 Am.
took in the M. J. G. Sail and Single reefed the Topsails at 8 quite
moderate. saw 3 Ships at Noon strong winds again so ends

1855

Saturday July 14th. First part fresh breezes from S.E. and thick weather most of the time lighted up at 6 P.M. saw Bowhead S. bearing E. S. E. Frenchmans Bluff W. N. W. and plenty of land to the North. latter part light winds from the S. and dark Cloudy weather at 8 Am spoke a French Whaler 10 mo. out Clean 6 Ships in sight 2 boiling

Sunday July 15th. light variable winds and Calms, employed in chasing Whales about 18 hours out of 24

Monday July 16th. light variable winds and Calms employed in chasing Whales spoke the Ship Daniel Wood of New Bedford 8 Whales this Season

1st. part employed in chasing Whales
Tues. July 17th. light variable Winds and Calms at 10 Am. Sailed Island N. 3 mi. Dis. saw a Dead Whale to far gone to cut

Wednes. July 18th. Commences with moderate winds from the S. Steering to the Westward along the Land sent 3 Boats in to cruise along the Beach saw 2 or Bowheads Whales rather scarce, at 6 P.M. called the Boats on board the beach 3 mi. Dis. the Ship in 10 fathoms Water Middle and latter part thick fog working the Ship offshore at Noon Calm - - -

Thursday July 19th. off Frenchmans Bluff plenty of Whales but could not strike light variable winds and Calms saw Ships Florida and Manerva to Anchor boiling

Friday July 20th. begins with light variable winds and calms off French Bluff 3 Boats inshore after Whales at 4 P.M. strong Winds from S.E. at 6 So. got the Boats on board and worked at the and carrying Sail every hour M. T. G. Sail set most of the time at 11 moderate, latter part light winds and Calm at 9 Am. let go the Anchor in 12 fathoms to stem the current setting inshore Boats inshore chasing Whales, at Noon the Boats returned to the Ship - - -

Saturday July 21st. At 2 P.M. the tide commenced running out, got underway light winds from S.E. from 4 to 8 P.M. the Boats chasing Bowheads, whales plenty, one Boat got alongside of one and the Boatsteerer by the name of Eaton missed him turned him forward and put a Portuguese by the name of Josiah in his place, at 11 the wind died away and the current setting in came to Anchor in 17 fathoms at 4 Am. fresh breeze from S.E. got underway and Comm. working out under all Sail at 9 moderate, at Noon Calm

Sunday July 22nd. First part Calm saw 2 Bowheads and lowered the Boats could not get fast, Middle and latter part light winds from E.S.E. to S.E. and thick weather most of the time with small rain

Monday July 23rd. At 6 P.M. spoke Ship Cambria 5 M. this Season at 4 Am. saw any quantity or great numbers of Whales and lowered the Boats at 5 the Waist Boat went alongside of a Bowhead Boatsteerer Howland fastened with one Iron slightly held on a few Minutes and Draved at 10 Do. went alongside of another one dashed his Iron and Missed him so ends light variable winds and fine weather all the boats off Chasing at Noon Ship Cambria took a Whale alongside

Tuesday July 24th. first part light variable winds and Calms chasing Whales continually, Middle part fresh breezes from E.N.E. and small rain, latter part light winds from N.W. Whales plenty chasing continually but cant strike cruising between French Bluff and the North Shore

Wednesday July 25th. light variable winds and fair most of the time plenty of Whales used up all the Daylight in chasing struck none the Mate Mr. Smith would have had a chance to have fastened if he had been provided with a paddle for each Man, but he had only 4 half paddles for 5 Men and to laggy or to heedless to fit his Boat and lost the chance of getting a Whale when I saw the deficiency in the Boat from the Ship I gave him a signal to come along side and found what was lacking furnished the Boat with some temporary paddles sent him off again, but it was too late the chance had gone ^{by} this is a fair sample of the Man

Bother
Hale
see
away
Z
Smith

1855

Thurs. July 26th. first part moderate Winds and fair employed in chasing Whales, at 8 P.M. set the watch at 1/2 past 3 Am. called all hands at 4 lowered the Boats for whales, at 1/2 past 5 the Waist Boat fastened to a large Whale 2 Men, one by the name of Hughes, and the other by the name of Forrester, sung out cut the line, cut the line, which created a great excitement in the Boat the 2nd Mate at the same time crying out dont cut the line, but in spite of all that he could say all was confusion in the Boat the 2 Men still crying out cut the line, the Boatsteerer being a Portuguese being frustrated cut the line and away went the Whale I set a signal for the Boat to come to the Ship to see what the difficulty was, when I came to hear the story I gave the 2 Men 1 Dog. each with the end of a rope and then sent the Boat on chase again hoping the course I had taken would prevent the cutting of any more lines, so things goes and I begin to think for a certain that I shall get a little or no oil this season Whales plenty save the Cambria take 2 Whales and the Daniel Wood one but no Whales for me - - -

Friday July 27th. first part moderate Winds from Eastward employed in chasing Whales Middle part light airs and calms thick fog most of the time at 9 Am. fine breezes from the S. Steering in to the North for the Land - -

Saturday July 28th. First part fresh breezes from S. to S.W. at 3 P.M. the Staboard Boat struck a Whale ran about 2 hours. and then drove 5 Whales plenty and got nobody to catch them, save the Cambria, and Daniel Wood both take Whales latter part light winds sent 2 Boats of for Whales 2 Officers in each Boat. at half past 10 Am. the Staboard Boat headed by Mr. Norton and Steered by Mr. Whitehouse struck a Whale at Noon the Whale turned up and sunk came to Anchor alongside the Whale took the line to the Ship and hauled him up alongside Flukes first. - -

Sunday, July 29th. At 2³⁰ P.M. snapt the Whale with a light Chain got him up so as to get a fir Chain on and went to cutting, at 5 finished, at 7 set quarter Watches at 3 Am. called all hands took breakfast, lowered to Boats for Whales 2 Officers in each boat, the remainder of the crew on board employed in scraping Bone cutting Blubber &c. &c.

Monday, July 30th. Comm. with fresh breezes from S.W. by W. commenced boiling, at 1 P.M. the 2 Boats returned at 2 P.M. got the Ship underway and Steered to the Southward by the wind at 6 Double reefed the Topsails strong Winds and thick weather, at 2 Am. more moderate at 9 finished boiling, at 10 let out the reefs and set the M. S. G. Sail, at Noon French bluff bore W. by N. 12 mi. Dis. - -

Tuesday, July 31st. fresh breezes from S.W. to W. S.W. at 6 P.M. French Bluff W. N. W. 5 mi. Dis spoke Ship Floridia 18 Whales this season saw Ship Ocean of Providence cutting a Whale she picked up, thick fog through the night most of the time, latter part fair at 5 Am. ^{off the bluff} sent in 2 Boats to look for Whales Mr. Howland 3rd Mate refused to go and steer Mr. Smith 1st Mate and I had to drive him into the Boat so ends 2 Boats inshore in Co. with Ship Floridia's Boats Whales rather scattering - - -

Wednes. Aug. 1st. At 3 P.M. the Boats returned to the Ship without success fresh breezes from S.W. at 7 P.M. Steered S. E. at 10 nearly calm, Bonhead Island bore S. E. 12 or 14 mi Dis the remainder of the day thick fog most of the time with light variable Winds and Calms, at 10 Am. rounded 44 fath. gravel and Muddy Bottom at 11 the fog lighted some Bonhead Island in sight bearing from S. E. by E. to S. E. by S. 10 mi. Dis by Estimation - - -

Thurs. Aug 2nd. Commences with light winds from the S.W. Steering on Saff. Courses to the Eastward, at 2 P.M. ^{6 mi Dis} Bonhead Island bore S. no other land in sight every thing else enveloped in fog light Winds from W. headed to the N. with the Main Topsail aback, Middle and Latter part light variable Winds and Calms, rounded several times from 37 to 44 fathoms muddy bottom, thick fog all the time

Friday Aug. 3rd. Commences with light Winds from S.W. and thick fog Steering to the Southward by the wind. at 5 P.M. nearly Calm heard the the soft rattle of the Lee Beam apparently very near the Ship lowered 4 Boats and took tow to the Ship, to the S.W. at 1/2 past 5 took a light breeze from the East at 6 lighted up some saw Bowhead I. bearing from E. to S.E.W. nearest land 2 or 3 mi. Dis. hoisted up the Boats Middle and latter part light variable winds and Calms thick fog most of the time and a considerable of rain at Noon cleared off quite pleasant Bowhead Island nearest land ^{S.E. by S.} 3 or 4 mi. Dis.

Janet Point	- - -	North	{ French bluff S.W. by W. 1/2 W.
Fakeus Island	- - -	S. by W.	
Fog Island	- - -	W. 1/2 S.	

Barom.
29.35

Saturday Aug. 4th. first part nearly Calm, Middle part fresh breezes from S.W. Steeving on Diff. tacks by the wind latter part Moderate winds from the westward Steering to the S.W. by the wind employed in stowing down oil - - -

Sunday Aug. 5th. 1st part fresh breezes from W. to S.W. Steering on Diff. tacks by the wind, at 5 P.M. off French Bluff saw a large Whales and lowered 3 Boats at 6 returned to the Ship without success latter part light variable Winds and fair, saw one Whales and lowered the Boats, soon returned again without success, as usual. with

Monday Aug. 6th. Begins with moderate Winds from E. S.E. and Cloudy, at 3 P.M. rising spoke Ship Florida Boiling 19 Whales this season Middle and latter part thick weather and small rain most of the time moderate winds from S.E. in Co. with Ship, Florida Cambria, and Daniel Woods - - -

Tuesday Aug. 7th. 1st part light winds from the Eastward and thick weather latter part Light Winds from S. and Cloudy at 7 Am. nearly 1/2 way from French Bluff to the North shore sent in two Boats to the North to look for Whales in Co. with Ship Cambria, Florida's & Daniel Woods Boats,

Wednesday Aug. 8th. first part light variable winds, wind, air -
calms, at 5 P.M. the boats returned without success Whales
scarce, saw only one Bowhead inshore, latter part light
air from the S. and calm thick weather and small rain
at 9 Am. I went on board the Ship Daniel Wood and
spent the remainder of the Day - so ends

Thursday Aug. 9th. first and Middle part light air from the
Southward and Calms, at 9 Am. French Bluff, W. S.W. 6 mi
Dis. saw what we supposed to be a dead Whales inshore sent
in a Boat it proved to be a carcass, latter part moderate
Winds from S.W. Steering to the S.E. by the wind

Friday Aug. 10th. fresh breezes most of the time from S.W.
to W. S.W. and thick weather with some small rain at 5 P.M.
Capt. Gallman of the Ship Daniel Wood of New-Bedford
came on board and stayed 4 hours. had a very agreeable
time, at Noon the North part of Bowhead Island bore E. by S.
2 or 3 mi. Dis. thick fog most of the time - - -

Saturday Aug. 11th. Light air from the S. and Calms
with thick fog most of the time at Noon W. part of Bowhead
Island bore S. by East 1/2 E. Fog Island W. by S. 3 Ships in sight

Sund. Aug. 12th. Light air from the S. and Calms, with
thick weather and some fog at Noon French bluff W. 7 mi
Dis. so ends, 4 Ships in sight and no Whales

Monday Aug. 13th. Commences with light Winds from
the S. and fair steering to the North Eastward for Fakeus
Island in Co. with the Daniel Wood at 8 P.M. came to anchor
in Fakeus Harbor in 18 fathoms Water Clay Bottom the
W. Part of the Island bearing S. 1/4 mi. Dis. at 7 Am.
sent 2 Boats in with a raft of 60 bbls. Cask after Water
I went in to the S. and got a Boat load of Wood. so ends

Tuesday Aug. 14th. Light variable Winds and thick weather
with some fog and small rain all hands employed
in rodding and Watering Ship latter part Arrived
Ships Cambria and Adeline Gibbs, the latter from
Japan Sea 3 Whales this Season both Ships came to

1855

the gale
proved
to be a
regular
South
East

Wednes. Aug. 16th. Commences with Moderate Winds from the Eastward and Rainy at 6 P.M. strong Winds at 6 Am. heavy Gales from E by N. probable N.E. or S.E. out side, as the Easterly Winds always blow or draw down one way in this place betwixt the high lands of the Island and the Main Land as I have been told, at 10 Am. let go the 2nd. Anchor heavy Gales ends the Day no Boats passing from Ship to Ship, or ashore all 4 Ships lying with both Anchors ahead - -

Thurs. Aug. 17th. Begins with heavy Gales and kept on the increase until Midnight, Ship dragged a little collect all hands and got all the Chain on deck at 6 Am. quite a moderate Gale at 11 took up one Anchor

Friday Aug. 18th light variable Winds and Calms and very pleasant 2 Boats cruising off Janette Point for Whales the others employed in getting Wood

Saturday Aug. 19th. First part light variable winds and fair at 2 Am. light winds from E. at 3 got underway soon lost the breeze took the Ship in tow with 3 Boats to get clear of the other Ships to Anchor and also to clear the land as there was a strong current setting past the point of the Island, at 7 sent 2 Boats off to the French bluff to look for Whales, latter part light air from the S. and Calms steering to the Westward towards the Bluff. - - -

at 5 P.M.
went
the old
Dove Light
and sent
a good
one

Sunday Aug. 20th. First and Middle part light Winds and Calms at 6 Am. French Bluff. S.W. by W. 4 mi. S.W. latter part light air from S.W. saw the 2 Boats inshore cruising or chasing Whales so ends the Day

Monday Aug. 21st. Begins with fresh Breezes from from the S. at 3 P.M. set the Scaulars for the 2 Boats to return after an absence of 35 hours. they reported Whales in great quantities inshore represented them to be as thick as your fingers &c. the same old story again got almost on but not quite, saw 2 Whales from the Ship

chased them until 5 P.M. from 6 to Midnight fresh breezes from S.E. Steering on Diff. tracks by the Wind latter part Calm at Noon Bluff W. 8 mi. Dis. - - -

Tuesday Aug. ^{21st} ~~20th~~. First part Calm, Middle and latter part fresh ^{breezes} from S.E. to N.E. and thick weather with Rain Steering on Diff. tracks by the wind at Noon fixed myself South of Fabens Island 8 or 10 mi Distance - - -

Wednes Aug. ^{22nd} ~~21st~~. Begins with fresh breezes from E. to N.E. and Rainy at 1 P.M. lowered for a Whale and kept up the chase for nearly 3 hours. but could not strike as usual, at 9 So. Diable reefed the Topsails and Steered S. by E. quite a strong Gale at 10 made Bowhead Island quite near bearing from S. by W. to S.E. kept of S.W. by W. at 11 came to the wind heading to the S.E. with the head yards aback, at 5 Am. more moderate latter part Steering on Diff. tracks under all Sail saw Ships Ohio and Samuel Wood the latter a Baiting at Noon the Middle of Bowhead Island E.N.E. 6 mi. Dis. - - -

Thurs Aug. ^{23rd} ~~22nd~~. First part fresh breezes from N.E. latter part light winds from the Eastward at 9 Am. off Janette point lowered the Boats for Whales so ends the Boats in Chase land 3 mi. Dis. saw several Whales and several Boats inshore chasing

Friday Aug. ^{24th} ~~23rd~~. light variable winds and Calms at 5 P.M. the Boats returned to the Ship without success the 4th Mate dashed at one and came very near catching him as usual at 4 Am. sent 2 Boats inshore to look for Wholes at 9 saw a large Whole near the Ship lowered the 2 other Boats and gave chase, at 1/2 past 10 came on board again so ends

Saturday Aug. ^{25th} ~~24th~~. at 5 P.M. the 2 Boats returned to the Ship without success reported seeing 4 or 5 Wholes inshore but could not strike, light variable Winds and Calms at 5 Am. sent 2 Boats inshore again to cruise for Wholes heard several Wholes spouting through the Night latter part thick fog most of the time at Noon Janette point bore N. 3 or 4 mi. Dis. in Co. with Ship Florida - - -

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in
rida
W. this
can
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1855

Sunday Aug. 28th. Commences with Light variable Winds and ~~high~~ and Calms at 4 P.M. saw great numbers of Killers lowered the Waist Boat in order to strike one if possible succeeded in getting in the very midst of them Boateerenced Howland darted 3 times or in other words tumbled 3 Prons over the head of the Boat when the Killers was so thick all around the Boat that it looked almost impossible to miss them, however he managed not to fester and away went the Killers, at 5 the Boats returned from the shore reported seeing a few Whales but could not strike, latter part light winds and Cloudy with strong appearances of a Storm at Noon spoke the Ship Lydia of Fairhaven 400 bbls W.

Monday Aug. 28th. Begins with light variable winds and thick weather steering to the N. in Co. with the Lydia, with the intention of coming to Anchor in Fakers Harbor, at 7 P.M. the Harbor 5 mi. S. is and head wind headed off to the S. with winds from E. S. E. and a heavy swell from the S. at 11 took in the Jib and Miz. S. G. Sail, at 2 Am. Double reefed the Topsails at 4 took in the Jib & Main Sail, at 5 saw the S. part of Bowhead Island bearing E. by N. 5 mi. S. is, at 6 Steered W. by S. latter part strong Gales and raining so ends the Day under all Sail

Tues. Aug. 28th. Commences with strong Gales from E. by E. and thick weather Steering W. N. W. at 6 P.M. Double the Topsails at 7 the land in sight to the North by estimation 10 mi. S. is. come to the wind heading to the S. E. with the courses furled Middle part thick and rainy, at 4 Am. wore Ship and set the Fore Sail latter part moderate at 8 Am. under all Sail at Noon Calm Sheperdes Bay N. N. W. Westernmost land W. a heavy swell setting into the Bay

Wednes. Aug. 29th. at 4 Am. sent 3 Boats inshore to look for Whales W. head of S. Howlands Bay N. N. E. 7 mi. S. is. first part light winds from S. W. latter part light winds from S. E. and Calms.

Bar:
24-30

Thurs. Aug. 30th. First part Calm at 9 P.M. the Boats returned to the Ship report seeing about 16 Whales but could not get fast latter part fresh breezes from the W. and thick fog most of the time at 10 Am. the fog cleared off sent in to Boats to look for Whales at Noon the W. Point of S. Howlands Bay bore N. by E 4 mi. Dis.

Friday Aug. 31st. at 5 P.M. the Boats returned to the Ship and brought the joyful news they had killed a Whale and he sunk in 20 fathoms of water gave him 50 fathoms of line with an Anchor attached 100 lbs. Weight and a line to the Anchor fresh breezes from W. latter part light winds from the S. and Calms at 7 Am. sent in 2 Boats at Noon sent in the 3rd Boat the W. P. of the Bay N.W. 3 or 4 mi. Dis.

Saturday Sept. 1st. light variable Winds and Calms at 6 P.M. the Boats returned to the Ship reported having looked for the sunken Whale but could not find him in consequence of the Boe being sunk at 7 Am. sent in 3 Boats so ends the W. head of the Bay N.W. 2 1/2 mi. Dis.

Sunday Sept. 2nd. First part light winds from the Eastward. at 5 P.M. the Boats returned but could not find the sunken Whale. Middle and latter part fresh breezes from S.E. to N.E. and thick weather most of the time with strong appearances of a South Easter at 10 sent in 2 Boats to look for the sunken Whale soon gave a Signal they had found him at Noon strong Gales from E. and the weather looking very bad set a Signal for the Boats to leave the Whale they had in to and get onboard the Ship as soon as possible as it would be impossible to save the Whale without running a great risk of losing the Ship

Monday Sept. 3rd. At 1 P.M. the Boats returned to the Ship strong Gales from E. heading to the S. at 1. part 2 Double reefed the Topsails took in Jib and Main Sail, at 5 heavy rain at 7 rain cleared off and a heavy Southeaster set in at 10 chose reefed the Topsails and took in the Fore Sail at 12 Am. Winds from S.W. drove Ship, at 1 under all Sail Steering E. and N. 12 mi. Dis. at 11 strong Gales from S.W. by S. and equally under Double reefed 3 Sails heading to the S.E. Fog S. W. E. 10 mi Dis.

The Whale represented by some more 5 to 50 lbs very small

Jan 29-30
S going
over
ast.

Midnight
Jan 28-96
quest in
his Sea

very small
from S.W.
weather
very bad

1855

Bar. still
very low
29 = 30

Tues. Sept. 4th. Commences with Strong Gale from S.W. to S.S.W. and a high sea running heading to the S. E. under Double reefed Topsails Jib and Courses in, at 5 P.M. quite moderate Steered E. under easy Sail at Midnight light airs and Calms and remained so through the Day weather quite thick about Noon the Fog cleared off some saw the glimpses of Bowhead I. bearing E. by N. Fog Island N. by W. 10 or 12 mi. Dis by Estimation

Wednes. Sept. 5th. First part Calm, Middle part moderate winds from S.W. Steering E. by S. most of the time lying aback a part of the time latter part thick and rainy Steered on Diff. tacks at Noon Calm and pleasant the Middle of Bowhead Island N.N.W. 6 mi. Dis - - -

Thurs. Sept. 6th. First part Calm, Middle and latter part light winds from W. N.W. to W. and fair Steering on Diff. tacks by the wind at 8 Am. spoke Bark Fortune of New- Bedford 1600 bbls. (130 Gr.) 1400 this Season at Noon Bowhead Island nearest Land E. 5 mi. Dis. - - -

Friday Sept. 7th. First and Middle part moderate Winds from W. to S. and fair at 6 P.M. spoke Island N. 5 or 6 mi. Dis. spoke Ship Bartholomew Hornold 1300 bbls. all told, saw 6 Ships to Anchor of Janette Point, latter part light variable winds and foggy a part of the time at Noon Janette Point N.N.E. 5 mi. Dis. saw 3 Boats towing a Whale in toward the Ships lying to Anchor - - -

Saturday Sept. 8th. Moderate Winds and variables and thick fog a part of the time Cruising between Janette Point and Bowhead Island saw about 12 Ships come to Anchor but the most of them underway

Sunday Sept. 9th. First part light winds from the N.E. at 5 P.M. spoke Ships Daniel Wood & Cambria Middle and latter Winds from E. and S. and flowy at 9 P.M. Double reefed the Topsails so as to be Cruising between Bowhead I. & Janette Point - -

Monday Sept. 10th. Light variable winds and fair working the Ship moderately to the Eastward at Noon the Middle of Bowhead Island bore S.W. 10 mi. Distance.

Tues. Sept. 11th Light variable winds and fair at 3 P.M. saw a Bowhead and ordered 2 Boats did not see him again, at 6 Am sent 2 Boats inshore on Cape Oliver side Land 4 mi. Dis. to look for Whales at 10 weather looked bad and Barom. low set the signal and called the Boats on board saw no Whales

Wednes. Sept. 12th. Comm. with light baffling Winds and Calms at 2 P.M. took a heavy gust of Winds from N.E. which continued to blow on to a heavy gale called all hands close reefed the Topsails steered to the South westward until weathered away Bowhead Island and steered to the S.W. at 8 well out of the Bay have to under a close reefed Main Topsail heading to the Eastward at 7 Am. made Ship latter part moderate winds from N. at 10 under all sail at Noon Fog Island bore N.W. 11. 15 or 20 mi. Dis.

Thurs. Sept. 13th. Light variable Winds and Calms Steering to the Westward at Noon Fog Island bore N.E. 15 mi. Dis. Nearest Land on the Main N. 20 mi. Dis.

Friday Sept. 14th. Light variable winds and Calms Spoke Ship Cambria of New Bedford at 6 Am sent 2 Boats inshore to look for Whales latter part thick fog most of the time at Noon the Boats returned reported seeing 2 or 3 Whales the Nearest land bearing N.E. 4 mi. Dis. Fog Island bearing E.

Saturday Sept. 15th. First part light variable winds and Calms Steering to the E. at 4 P.M. spoke the Ship Cambria, at 8 P.M. thick Fog, Steered S.E. by S. latter part moderate winds from E.N.E. to S.E. the Fog still remaining No obs.

Sunday Sept. 16th. Light winds from S.S.W. to S.S.E. and thick weather thick Fog. Steering on different tracks by the wind but mostly to the Eastward.

1855

Monday Sept. 17th. First part moderate Winds from the S. E. and dark Cloudy weather Steering on different tacks by the wind, at Midnight winds from W. Steering S. E. at 6 Am. took in the Fly Jib and Topgallantails at 7 Single reefed the Topsail, latter part heavy Gales from W. to W. N. W. and Clear and a heavy sea running turned up the Lee Boats the Bow Boat got stove

Lat. by obs. $57=05$ N

Long by Chrs. $151=54$ E.

Tuesday Sept. 18th. Began with heavy Gales from N. W. and a heavy sea running Steering S. E. at 7 P. M. began to moderate some set the Main Topgallantail over a Single reefed Topsail, latter part quite moderate at 6 Am. under all Sail Steering S. by E. 2 Ships in sight to the Eastward appeared to be cruising for Whales

Lat. by obs. $54=00$ N.

Long by Chrs. $152=40$ E

Wednes. Sept. 19th. First part light winds from the Northward Steering S. E. by S. Latter part fresh breezes from N. E. to E. N. E. lowered once for a Right Whale at 10 Am. spoke Ship Montezuma of New-Lond on 800 blks. 8 Ships in sight 2 Boiling

Lat. by obs. $52=31$

Long by Chrs. $154=00$

Thurs. Sept. 20th. Commenced with fresh breezes from E. N. E. Steering to the S. E. by S. at 5 P. M. saw several Right Whales and lowered the boats without success at 7 Spoke Ship Orizema cutting a Whale 1400 bls. at 8 took in the Fly Jib and Fly Jib at home to under a close reefed Main Topsail with a heavy Gale from E. S. E. to S. E. heading to the S. at 4 Am. more moderate set the Topsails double reefed, latter part thick and raining with strong Gales from E. S. E. and a heavy sea running

Lat. by D. R. $51=10$ N. Long. $154=00$ E.

Friday Sept. 21st. First part strong Gales from E. N. E. to E. heading to the S. under easy Sail, latter part moderate Winds and thick fog most of the time Steering to the S. E. by S. and S. with light airs from E. S. E. when the fog light lighted at times saw something we called land to the E. S. E. got good observations as it so happened

Lat. by obs. $50=35$ N. Long. by Chrs. $154=22$ E.

Bar.
29-27

Bar.
29-30

Saturday Sept. 22nd. first part light winds from the N.E. and a heavy swell on, steering S.E. & at 7 P.M. fresh breezes and thick weather took in the light Sails and stood on different tacks by the wind untill 3 Am. then steered E. & E. at 5 under all Sail moderate winds from N.W.W. and Cloudy at 6 saw the 2 Islands inside the fifty passage so called it being about the Fifteenth Degree of North Lat. one Island bearing S. and the other E. by N. Steered to the S.E. at 7 saw the point on both sides of the passage when the clouds and fog lifted at 10 out Topmast and lower Steading Sails at Noon nearly half way through the passage one Island to the Northeast and the other to the Southwest passing about $\frac{1}{3}$ of the Distance from the North shore high Land on both sides of the passage still on the North or rather on the E. side of the North Island a low point makes out to a considerable Distance very strong tides rips in the passage at 9 Am. I got some altitudes and worked the time and found the Long. of the Chro. to agree very well with the time taking the Bearings of the point and working by that Lat. did not have a chance to get a Lat. by the sun as it was cloudy at Noon.

Think the Islands inside the Passage and also the passage is about right on the Ochots Chart

Sunday Sept. 23rd. Moderate winds from W.N.W. to N.W. and Cloudy Steering to the S.E. under all Sail

Lat. by obs. - $48 = 50^{\circ}$ N.
Long. by Chro. - $157 = 10^{\circ}$ E.

Monday Sept. 24th. Begins with fresh breezes from N.W.W. steering E. & E. at 8 P.M. took in the Steading sails and light Sails, at 6 Am. Close reefed the Topsails heavy Gale from W. to W. & W. at $\frac{1}{2}$ past 11 took in the Fore Sail very heavy Gale attended with heavy Squalls and a very bad Sea. running latter part ending E. Noobs. Lat. by S. & L. obs. $47 = 33^{\circ}$ N.
Long " " $161 = 25^{\circ}$ E.

Tuesday Sept. 25th. At 5 P.M. moderated some set the Fore Sail, at 7 let one reef out of the Fore Topsail latter part quite moderate but a heavy swell running at 9 Am. under single reefed Topsails and Fore Mast sails
Lat. by obs $46 = 49^{\circ}$ N. Long. by Chro. $165 = 50^{\circ}$ E.

1855

hauled
good Main
Topgallant
Sail

Wednes. Sept. 26th. heavy Gales from W. Steering
E. S. E. First part under nearly all Sail Middle and
and latter part under Single reefed Topsails and Main
Top Gallant sail set most of the time very squally

Lat. by obs. $45=16^{\circ}$ N. Long. by Chrs $170=08^{\circ}$ W.

Thurs. Sept. 27th. Commences with strong Gales from
W. Steering E. S. E. at 4 P.M. began to moderate at 10
under all Sail, latter part moderate winds from
W. to N. and from that to N. E. and thick weather
most of the time with showers of rain

Lat. by obs. $43=53^{\circ}$ N.

Long. by acc. $173=00^{\circ}$ W.

Friday Sept. 28th. Commences with light winds from
E. S. E. to E. attended with thick weather and small rain
Steering on. Diff. tacks by the wind, at 5 P.M. fresh
breezes took in the light Sails and Double reefed
the Topsails, at 8 hove to under a Close reefed Main
Topsail and Spencer's heavy Gales from E. N. E. at 6 Am.
a moderate Gale from N. N. W. set Double reefed
Topsails fiddle and Courses and Steered E by S. at 10 P.
set Topgallantsails over Single reefed Topsails

Lat. by obs. $43=12^{\circ}$ N.

Long. by Chrs. $174=10^{\circ}$ E.

Saturday Sept. 29th. Strong Gales from W. N. W. and
equally with light showers of Rain under all Sail a part
of the time, Steering E. by Compass

Lat. by obs. $42=06^{\circ}$ N.

Long. by Chrs. $178=04^{\circ}$ E.

Sunday Sept. 30th. Strong Gales from W. N. to N. W.
and equally Steering E. by S. by compass Main Royal
set and Fore Topmast standing sail

Lat. by obs. $41=08^{\circ}$ N.

Long. by Chrs. $178=02^{\circ}$ W.

Monday Oct. 1st. Commences with strong Gales
from N. W. and equally Steering Steering E. by S. at 9
P.M. took in the Main Royal and Mizen Topgallantsail
latter part winds from N. and heavy squalls of rain
and Rain at 6 Am. Single reefed the Topsails
Steering E. and running off in squalls

Lat. by obs. $39=48^{\circ}$ N. Long. by Chrs. $174=40^{\circ}$ W.

Tuesday Oct. 2nd. Strong Gale from N. to N.W. and very squally
Middle part otherwise with Lightning and rain Steering on Diff.
Courses from E. by S. to S. E. by E. and running off in squalls
a part of the time under Double reefs and the Jib and Main
Sail in, some times under Single reefs and a part of the time
the Topsails down on the Cap and the Fore Sail hauled
up in heavy Squalls. Lat. by obs. 38=04 N. Long. by Chron. 171=14 W.

Wednes. Oct. 3rd. First part Strong Gale from N.W. & squally
Steering E. by S. under Single Reefed Topsails and Jib & Main
Sails set latter part moderate Winds and fair with a heavy
swell on under all Sail employed in Sail mending
Lat. by obs. 36=34 N. Long. by Chron. 167=55 W.

Thurs. Oct. 4th. Moderate Winds from W. and fair Steering
to the E. by S. employed in Sail Mending
Lat. by obs. 35=49 N both.
Long. by Chron. 166=16 West.

Friday Oct. 5th. Light winds from W. to W. S. W. and fair
no other employed in Sail mending Lat. by obs. 35=08 N.
Long. by Chron. 164=22 W.

Saturday Oct. 6th. Light winds from W. to S. and fair Steering
to the Eastward variously employed Latter part 2 Sail in
sight Steering on the same Course Lat. by obs. 34=32 N.
Long. by Chron. 163=20 W.

Sunday Oct. 7th. First part Light winds from N.E. Middle and
latter part fresh breezes from N.N.E. to E.N.E. and squally
Steering S. E. by E. at 8 Am. Single reefed the Topsails strong
squalls of wind and rain so ends the Day
Lat. by obs. 33=09 N.
Long. by Chron. 162=08 W.

Monday Oct. 8th. First part fresh breezes from N.N.E. to N.E.
and squally Steering to the S. E. by E. at 4 P.M. quite moderate
made all Sail, latter part fresh breezes ^{from N.} and fair employe
in Sail mending 2 Sail in sight Lat. by obs. 31=31 N.
Long. by Chron. 159=55 W.

Tues. Oct. 9th. Begins with strong winds from N.N.E. and
squally Steering to the South Eastward at 4 P.M. Double reefed
the Topsails at 5 took in Jib & Main Sail heavy Gale through
the night latter part more moderate under Single reefs Jib & Main sail
Lat. by obs. 28=58 N. Long. by Chron. 158=12 W.

put out
the Main
Boat

Took down
the dunnage

Wednes. Oct. 10th. First and Middle part Strong Gales from N.N.E. and squally in derceped Topsails most of the time latter part moderate attended with light showers of rain, employed in Sail mending
 Lat. by obs. $26 = 18^{\circ}$ N. Long. by Chrs. $156 = 22^{\circ}$ W.

Thurs. Oct. 11th. First part strong winds from N.E. to E N.E. and squally steering S.E. by S. latter part moderate winds and fair employed Sail mending 2 Ships in sight
 Lat. by obs. $23 = 23^{\circ}$ N. - Long. by Chrs. $155 = 12^{\circ}$ W.

Friday Oct. 12th. Moderate winds from E.N.E. to E steering S. by E. $\frac{1}{2}$ E. employed in Sail mending at 4 P.M. spoke Ship Hobomok of Falmouth 2100 lbs.
 Lat. by obs. $21 = 21^{\circ}$ N. Long. by Chrs. $155 = 16^{\circ}$ W.

Saturday Oct. 13th. Moderate winds from E.N.E. steering to the S.E. at 6 P.M. made the North part Oryhee leaving S.W. by S. at noon took a Pilot of Byrons Bay so ends the Sea Day

Saturday Oct. 13th. In Civil Acc. Commences with light winds from E. steering into the Bay, at $\frac{1}{2}$ past 3 P.M. to Anchor in Flats Harbor $\frac{1}{4}$ left ^{both} 5, at $\frac{1}{2}$ tide 2 Cable lengths from the shore on the S.E. corner of the Harbor

Sunday Oct. 14th. Moderate winds from E.N.E. and fair nearly all hands onshore on liberty

Monday Oct. 15th. Moderate winds and every day, employed in washing and cleaning Ship

Tuesday Oct. 16th. Light variable winds and fair employed in scrubbing Bone &c.

Wednes. Oct. 17th. Light variable winds and fair employed in Painting Ship

Thurs. Oct. 18th. First part fresh breezes from S.E. and fair employed ⁱⁿ Painting Ship, latter part rainy

Friday Oct. 19th. First part light variable winds and fair; employed in Painting ^{the} drying bone Discharged John Howland 3rd Mate and John Whitehouse 4th. Mate. Latter part rainy

Saturday Oct. 20th. Light variable winds and fair, employed in Bunkering Bone one watch on liberty

Sunday Oct. 21st. First part light variable winds and fair; Latter part strong trades and rainy one watch on liberty

Monday Oct. 22nd Fresh trades and fair employed in setting up Shooks &c. one watch on liberty

Tues. Oct. 23rd Strong trades and fair employed in setting Shooks blocking Bends chains &c. one watch on liberty

Wednes Oct. 24th. Strong trades and squally with showers of rain one watch on liberty, 4 Men made an attempt to run away viz. Henry Coker, James Burdette, William Kelley, and Edmund Eaton the were taken by the Natives some 8 or 9 mi. from the town in the woods making their course direct from the Ship. at a late hour in the Day and taken back and lodged in the Jail about Sunset

Thurs. Oct. 25th. Fresh trades and squally with showers of rain, took up the Staboard Anchor which was let go the Day before

Friday Oct. 26th. Light variable winds and Calms, employed in breaking the Main Hatchway and stowing empty Cask for water, at 7 Am. took the 4 runaways on board

Saturday Oct. 27th. Light winds and fair employed in getting off a raft of water &c. Latter part rainy

Sunday Oct. 28th. Fresh breezes from the S.E. and fair one watch on liberty

Monday Oct. 29th. Light variable winds and fair most of the time but now and then a shower employed in watering

1855

Tues. Oct. 30th. Light variable winds and raining most of the time employed in getting of water &c.

Wednes. Oct. 31st. Light variable winds and raining most of the time employed in stowing down water &c.

Thursday Nov. 1st. Light variable winds and raining

Friday Nov. 2nd. Light variable winds and raining

Saturday Nov. 3rd. Light variable winds and raining

Sunday Nov. 4th. Light variable winds and fair most of the time - - - -

Monday Nov. 5th. Light variable winds and raining

Tuesday Nov. 6th. Light variable winds and fair most of the time employed in getting Potatoes on board

Wednes. Nov. 7th. Thick and raining weather most of the time got off. a raft of water. - -

Thurs. Nov. 8th. Light variable and fair most of the time at 8 P.M. John Leger & Frank Forrester Seamen made there escape from the Ship by swimming on shore with the intention of running away Leger was captured by the Natives soon after landing and taken to the Jail, Forrester on hearing the rumour managed to escape from the Natives and get to Ship again at 1/2 past 11^o P.M.

Friday Nov. 9th. Light variable winds with showers of rain, at 9 A.M. took John Leger from the Jail to the Ship and put him in Irons for safe keeping put Forrester in Irons also

Saturday Nov. 10th. Light variable winds and raining with a heavy swell heaving into the Harbour I settled all my accounts on shore cleared Ship and got all ready for Sea but the winds were unfavourable and could not get out. - -

Sunday Nov. 11th. Light variable winds and rainy

Monday Nov. 12th. Light variable winds and rainy apart of the time, at 3 Am. the alarm was given all over the Harbor that the Bark Oscar was on fire I went immediately on board the Hatchways were all closed as snug as possible to smother the fire, at 8 there was a great number of Men mustered on board, Capt. & Officers and Seaman with the intention of putting out the fire if possible the Hatchways were opened and the smoke poured out to great rate much water was thrown down but the smoke increased the Ship had been set on fire by the crew in the lower hold and no one could get to it consequence of the smoke the hatchways was again closed made sail on the Ship ran her into 3 1/2 fathoms let go the Anchor and scuttled her and sunk her until the water was up to the lower Deck which put the fire out sent down the Divers plugged up the holes and pumped her out in about 24 hours

Tues. Nov. 13th. Light winds and rainy

Wednes. Nov. 14 First part Calm, latter part Strong breezes from the N. and fair

Thurs. Nov. 15th. Light winds and variables at 7 Am. got underway got over on the W. shore and came to again latter part light winds from the N. E. and fair

Friday Nov. 16th. Sea Acc. got underway at 4 Am. got underway at 6 Do. came to again light air from the W. at 8 got underway again at 9 outside the reef discharged the Pilot latter part moderate winds from the S. W. Steering to the Northward

Saturday Nov. 17th. Fresh breezes from E. S. E. to E. N. E. and squally with Showers of rain making the best of the way to Monree at Noon in sight of the Shipping to Anchor at Monree

Sunday Nov. 18th. First part light variable winds and Calms, at 6 P.M. came to anchor at Lohina in 18 fathoms water Sandy bottom so ends the sea day

Sunday Nov. 18th. Civil account Light winds and calms with fine weather

Monday Nov. 19th. Light winds and Calms with fine weather employed in coil mending - -

Tuesday Nov. 20th. Strong trades and clear - -

Wednes. Nov. 21st. Fresh trades and fair - -

Thurs. Nov. 22nd. Fresh trades and fair Discharged the Steward, John Williams, and paid him off. D.L. Hughes deserted the Boat and could not be found.

Friday Nov. 23rd. Fresh trades and fair

Saturday Nov. 24th. Fresh trades and fair

Sunday Nov. 25th. Light winds and fair

^{afternoon} Monday Nov. 26th. Light winds and fair

Tuesday Nov. 27th. Light winds and fair

Wednes. Nov. 28th. Light winds and fair.

Shipped the Bone onboard Louisa of N. Bedford.

Thurs. Nov. 29th. Light winds and fair Mr. Karnes 3rd Mate came onboard and commenced Duty

Friday Nov. 30th. Discharged Mr. Norton 2nd Officer and paid him off Light winds and fair

Saturday Dec. 1st. Light variable winds & fair -

Sunday Dec. 2nd. Light variable winds and fair

Monday Dec. 3rd. nothing to be remarked
Mr. Quinn 4th Mate came onboard

~~Monday~~ Tuesday Dec. 4th. Light winds and fair employed in breaking out the Sperm oil and making preparation for shipping the same at 1 P.M. took the Anchor and floated the Ship about 1 mi in order to get handy to the Ship ^{Puffin} to put my oil on board.

Wednesday Dec. 5th. Light variable winds and fair shipped two thousand Six Hundred and Ninety two Gallons (2692) sperm oil on board Ship Ship Tiger of Stonington

Thursday Dec. 6th. Light variable winds and Calms at 5 P.M. Took passage in a Schooner for Honolulu,

Friday Dec. 7th. Light variable winds and Calms I on my passage making small progress

Saturday Dec. 8th. At 8 Am. I landed at Honolulu with light airs and Calms reported to have had strong trades at Lahaina at 1/2 past 4 or 5 P.M. Took passage in the Schooner Mohee for Lahaina light winds

Sunday Dec. 9th. Strong trades and raining at times

Monday Dec. 10th. Moderate winds and fair at 1/2 past 3 Am. came to Anchor at Lahaina with the Schooner and came on board my good old Ship Porpoise again

Tues. Dec. 11th. Strong trades and fair Discharged Mr. Smith 1st officer, and J. S. Howland Boatswain, and shipped Mr. Hammond 1st Officer, and a Boatswain by the name of Green, and Steward by the name of Smith

Wednesday Dec. 12th. Light variable winds and fair, Thurs. 13th. Bore as the same, Discharged (D. L. Hughes

Friday ~~Thurs.~~ Dec. 14th. At 6 P.M. got underway and went to sea with light variable winds and fair latter part Calm at Noon the E. P. of Oahu bearing N. Simon dead N. W. as near as I can find out the Chro. is about 20 mi to far W. took 1. 20" from her eye note leaves her true rate 25. 28" to add as near as can be ascertained

Saturday Dec. 15th Light variable winds
and Calm trying to get to the S. at Noon
Woohee in sight bearing N.N.W. Lat. 20-48 N.

Sunday Dec. 16th. First part Calm, latter part
fresh breezes from S.E. to E.S.E. and equally Steering
to the Southward by the wind Lat. by obs. 19-23 N.
Long. by Chro. 158-26 W.

Monday Dec. 17th. fresh breezes from S.E. to S.W.
equally, Steering to the Southward by the wind Middle
part Topgallantails in Topsails Single reefed
Lat. by obs. 17-53 N. Long by Chro 160-52 W.

Tuesday Dec. 18th. First part fresh breezes from S.E.
Steering to the southward by the wind, at 10 P.M. shortened
Sail and headed to the N.W. for fear of getting to near a
reef laid down on the Chart at 10 Am. Calm, at 5 lightning
with rain, Steered from S. to S.S.W. through the remaining
part of the Day with strong winds from E to N.E. and
equally with thick weather and heavy rain under Single
reefed Topsails most of the time No obs.

Wednes. Dec. 19th. Commences with fresh breezes from E.S.E. and
rainy. Steering S.S.W. at 9 P.M. Double reefed the the Topsail rain
cleared of and blew a Gale, latter part more moderate at
9 Am. under all Sail so ends fresh breezes and Clear -
Lat. by obs. 14-26 N.
Long. by Chro 162-33 W.

Thurs. Dec. 20th. First part fresh breezes from S.E. by
E. and fair Steering S.S.W. under all Sail Middle &
latter part moderate variously employed
Lat. by obs. 12-34 N.
Long. by Chro. 164-10 W.

Friday Dec. 21st. Moderate winds from N.E.
and fair Steering S. through the Day and S.S.W. through
the Night the watch variously employed
Lat. by obs. 10-30 N.
Long. by Chro. 165-03 W.

Saturday Dec. 22nd. Moderate winds from N.E. to N. and fair Steering S. by Compass, at 6 Am. reported flukes from Masthead spent 2 hours in lying aback and looking for the whale but saw nothing more Lat. by obs. $8=41^{\circ}$ N. Long. by Chro. $165=30^{\circ}$ W.

Sunday Dec. 23rd. Moderate winds from N.E. to E.S.E. Steering S. by Compass latter part rainy at 4 P.M. unbent the Fore Sail and bent the stowage
cant tell why she has not made any water unless the thermometer is wrong.) Lat. by obs. $6=48^{\circ}$ N. Long. by Chro. $165=30^{\circ}$ W.

- Ramos. Monday Dec. 24th. Fresh breezes from E.S.E. and equally Steering S.S.W. under all Sail Mr. Simmons Sick & off Duty
Lat. by obs. $4=39^{\circ}$ N. Long. by Chro. $166=50^{\circ}$ W.

Tues. Dec. 25th. Fresh breezes from E.S.E. and fair most of the time Steering S. by W. $\frac{1}{2}$ W. by Compass, Lat. by obs. $2=03^{\circ}$ N. Long. by Chro. $168=40^{\circ}$

Wednes. Dec. 26th. Fresh breezes from E.S.E. to E. and fair Steering to the Southward Lat. by obs. $0=28^{\circ}$ S. Long. by Chro. $170=33^{\circ}$ W.

Thurs. Dec. 27th. Fresh breezes from the Eastward and fair Steering on Diff. Courses to the Westward variously employed unbent the old Fore topsail and bent another Lat. by obs. $0=25^{\circ}$ S. Long. by Chro. $173=15^{\circ}$ W.

Friday Dec. 28th. Fresh breezes from the Eastward and fair Steering on Diff. Courses, from N.W. to S.W.
Lat. by obs. $0=26^{\circ}$ S. Long. by Chro. $175=40^{\circ}$ W.

Saturday Dec. 29th. Moderate winds from the Eastward and fair Steering on Different Courses to the Westward variously employed on the Rigging

(Lat. by obs. $1=08^{\circ}$ S. Long. by Chro. $178=04^{\circ}$ W.)
Sunday Dec.

30th. Moderate winds from the Eastward and Cloudy Steering on Different Courses to the Westward Lat. by obs. $1=15^{\circ}$ S. Long. by Chro. $179=46^{\circ}$ W.

Tuesday Jan. 1st. E. longitude time light variable winds and Calms and overcast Steering to the Westward
Lat. by obs. $1=30^{\circ}$ S. Long. by Chro. $178=34^{\circ}$ East.

Wednesday Jan. 2nd. Light variable winds and calms
Cloudy most of the time with equally appearances

Lat. by obs. 1-29 S.

Long. by Chro. 177-55 E.

Long. by Lun. 177-77 East

Thursday Jan. 3rd. Light variable winds and calms
Steering on Diff. Courses to the westward

Lat. by poor Obs 1-35 S.

Long. " " 177-26 E.

Friday Jan. 4th. at 2 P.M. saw Sperr and lowered
the Boats at 6 returned to the Ship without success
light winds from N.E. and equally steering different
tacks through the night under easy sail latter part
variable winds and very equally steering on Diff
Courses to the westward winds mostly from S.W. to N.W.

Noobs. Lat. by Acc. 1-45 S. Long 177-06 East

Saturday Jan. 5th. Commences with strong winds
from W. S. W. and rainy steering N.W. Topgallant sails
in, at 3 P.M. the rain cleared of some lighted up make
byrons Island bearing N.N.W. 14 mi. Dis. at 4 tacked
to the S. Middle and latter part light variable winds
and Calms steering on different tacks at 6 Am. the
Island in sight from masthead bearing W. N. W.

Lat. by obs. 1-39 S. Long. by Chro. 177-28 ~~40~~ East

Sunday Jan. 6th. Winds from N.W. to S.W. and
very equally with showers of rain, at 2 P.M. passed
within 2 mi. of a Ship Bark. that showed a Signal that
announced to the Robert Morrison steering to the Southward
most of the time through the day on Diff tacks through
the Night Noobs. Lat. by acc. 2-30 S. Long 177-15 E.

Monday Jan 7th. variable winds from N.W. to S.W. and
thick weather attended with heavy squalls of wind
and rain, most of the time under Double reefs. very
sawing No obs. Lat. 2-50 S by acc. Long. 177-00 E.

Tues. Jan 8th. strong Gales from N.N.W. to W.N.W. and
thick weather with heavy squalls of wind & rain - steering
on different tacks by the wind under Double reefs Jibs &
Main Sail in Lat. by obs. 2-16 S. Long. by Chro 177-08 E.

Wednes. Jan. 9th. Commences with fresh breezes from N.W. and equally Steering to the S. at 1 P.M. made Hope Island bearing S. E. by S. at 5 To the Middle of the Island bore S.W. shortened Sail at Sunset and Steered on Diff. ticks through the night at noon the Island bore S.W. by compass by Estimation 8 mi. Dis. No obs. to rely on is near as I can judge the Island in in Lat. $2=30$ Nor ^{there} Long. $177=00$ E. ^{about}

Thurs Jan. 10th. 1st. part moderate winds from N.W. and overcast, latter part equally, at 10 Am. Hope Island bearing N. N. W. 4 mi. Dis. 3 Natives came of in a canoe bringing a few green Coconuts, at 11 Strong winds from S.W. and rainy Double reefed the Topsails No obs.

Friday Jan. 11th. Strong Winds from W. and equally Steering to the Southward by the wind under Double reefed Topsails Jib & Main Sail in most of the time at 5 P.M. Spoke Ship Ark of Fairhaven 1200 lbs No obs. Lat. by Acc. $3=40$ S. Long. $177=00$ E.

Saturday Jan. 12th. Strong Gales from the Westward attended with heavy squalls of wind and rain Steering to the Northward by the wind under short Sail No obs. at Noon Hope Island W. 10 mi Dis.

Sunday Jan. 13th. Winds from the Westward with heavy squalls of wind and heavy rain, and at times calm leading to the Northward under Short Sail. No obs. -
o. Ship in sight to beward

Monday Jan. 14th. Strong Gales from W. and equally with showers of Rain Steering to the Northward by the wind under Double reefs, Jib & Courses in through the night, latter part saw 2 Ships, No obs

Lat. by Acc. $0=50$ S. Long. $177=15$ E.

Tues. Jan. 15th. Fresh breezes from N.W. to W. and equally Steering on Different ticks by the wind latter part under all Sail Lat. by obs. $0=10$ S. Long. by Chron. $177=08$ East.

Wednes. Jan 16th 1st part Moderate Winds from N.W. to S.W. and equally Steering on diff ticks by the wind, latter part moderate winds from N.W. and fair Steering to the N. N. W. by the wind Lat. by obs. $0=20$ S. Long. by Chron. $176=00$ E.

Thursday Jan 17th. Moderate winds from N. to N.E. and fine weather Steering on Diff. Courses to the Westward Lat. by Obs. $0^{\circ} 12' S$. Long. by Chron. $174^{\circ} 25' E$.

Friday Jan. 18th. Commences with fresh breezes from E. Steering to the S. by the wind, at 2 P.M. made Sydenham's Island bearing E. by S. by Compass, at 6 Do. took in Poppallantails and Fly jib and hauled up the Courses, moderate winds from N.E. the middle of the Island bearing N.E. 15 mi. Dis. by estimation, the highest part of the Island just in sight from the Ship's rail, made 3 hauls back through the Night under the same sheet Sail, in order to hold on, through the Night the weather fine and pleasant with a good Moon until about half past 2 Am. at 4 h. 40 mi. Am. the Ship struck lightly on a reef of rocks 2 or 3 times and then stopped with her bows apparently shot up on a rock the times of her striking were so quick in succession that some said she struck only once, I was sound asleep at the time but feeling the shock I sprung instantly to the Deck the Mate collaring me at the same time, in passing the water on my ^{way} forward I discovered rocks under water on the Starboard side of the Ship, I immediately hauled all the yards and Sails hove aback hauled down the Courses at the same time, the Ship immediately commenced backing off and in the Course of 8 or 10 mi. we were all clear of the reef and on the other tack no land in sight, passed over several rocks or rather what we called Rocks and no doubt they was while backing off and weaving Ship at 5 hauled up the courses and came to with the head yards aback, at $\frac{1}{2}$ past 5 or Daylight saw the best the Middle of the Island bearing N.E. 12 mi. Dis. at $\frac{1}{2}$ past 7 or Eight O'clock several Canoes came alongside which appeared to be fishermen and most likely had been fishing during the Night purchased as many fresh fish as I wanted and Steered to the Southwestward I considered the Ship to be but a little damaged if any as she was going quite slow at the time she struck especially as we tried the pump immediately after we got clear and found her to be tight Lat. by Obs. $0^{\circ} 54' S$. Long. by Chron. $174^{\circ} 12' E$.

Saturday Jan. 19th. Begins with moderate winds from N. E. to
to N. N. E. and fair Steering W. by S. at 5 P. M. lowered the Boats
for Sperm Whales at 1/2 past 6 took one Whale to the Ship, at
1/4 Past 7 Am. Commenced buting at 9 finished, at Noon

Lat. by obs. 1-15 S. Long. by Chro. 173-35⁸

Sunday Jan. 20th. At 3 P. M. commenced Bailing the Whale
at 7 Am. finished light trades and fine weather most of the
time until 11 Am. heavy Rain the remainder of the Day

No obs. Lat. by acc. 1-00 S. Long. 172-20 E. -

Monday Jan. 21st. First part Winds from the westward
with heavy squalls of Wind and abundance of Rain most of the
time Light winds and Calms, under Double reefs, latter
part light variable winds and fair Steering on Different
Courses under all Sail Lat. by obs. 1-23 S. Long by Chro 172-19⁸

Tues. Jan. 22nd. Light winds from the North and fair first
part Steering on Different tacks by the wind Latter part Steering
to the Westward Lat. by Obs. 0-59 S. Long. by Chro. 171-38 East -

Wednes. Jan 23rd. First part light winds from the North
and fine weather Steering W. Middle part Calm, latter part
moderate winds from the westward and equally with
heavy rain, No obs. Lat. by acc 0-50 S. Long. 171-15 E.

Thurs. Jan. 24th. First part Light winds from the N. W.
and equally with Rain Latter Moderate Winds & Squally
Steering to the W. S. W. by the wind Lat. by obs. 1-22 S.
Long. by Chro. 170-20 E.

Friday Jan 25th. Light winds from N. to N. W. and equally
Steering on Diff. tacks by the wind under all Sail but
mostly to the Eastward strong Current setting to the S.
cant get to the Northward Lat. by Obs. 1-11 S.
Long by Chro. 170-32 E.

Saturday Jan. 26th. Light winds from the Westward
and equally with much rain, latter part 3 Ships in sight
Lat. by obs. 0-47 S. Long. by Chro. 170-45 East.

Sunday Jan. 27th. fresh breezes from N. W. to S. W.
and equally with much Rain Steering on Diff. tacks by
the wind but mostly to the Northward No obs.
Lat. by acc 0-40 S. Long. 170-15 E.

1856

Monday Jan. 28th. First part fresh breezes from W. S. W. to N. W. Steering to the N. by the wind Middle and latter part moderate winds from from the N. Steering on different courses at Noon Ocean Island bore S. E. by Compass in sight off Deck

Lat by Obs. $0 = 32$ S. Long. by Chron. $169 = 40$ E.

Tues. Jan. 29th. At 1/2 past 5 P. M. spoke Gipsy Whale of Fairhaven 20 bbls. sp. since leaving the S. Islands & Franklin of New Bedford 80 Sp. since leaving the Islands Ocean Island bearing E. 4 mi. Dis. also Ship Rebecca Sims nothing since leaving the Islands latter part moderate winds from N. to to N. N. E. and equally with rain Steering to the Northwestward by the wind put the Sp. oil Down Between Decks No Obs. - - -

Wednes. Jan. 30th. Winds very variable all around the compass, but mostly from S. W. to N. W. and very equally with much rain working the Ship to the N. W. 3 other Ships in Company - Lat. by Obs. $0 = 03$ S.

Long. by Chron. $167 = 31$ E.

Thurs. Jan. 31st. first part fresh breezes from W. S. W. to N. and equally at 9 P. M. passed over a small space of Ground or water that looked very fiery and showed strong appearances of being a Bank or deep sunken reef latter part moderate winds from N. E. and fair most of the time Steering on different tacks by the wind under all Sail through the Day, under easy Sail through the Night Lat. by Obs. $0 = 50$ N.

Long. by Chron. $167 = 00$ E.

Friday Feb. 1st. Winds from N. N. E. to E. N. E. and equally Steering to the Northward by the wind apart of the time nearly Calm and then heavy squalls of wind and rain with Thunder Lat. by poor Obs. $2 = 28$ N.

Long. " " " $166 = 11$ E.

Satur. Feb. 2nd. Winds from N. E. and equally with showers of Rain, Lat. by Obs. $3 = 58$ N. Long. $165 = 43$ E.

Sunday Feb. 3rd. fresh breezes from N. E. to N. and equally Steering on diff. courses to the North. westward Lat. by Obs. $5 = 22$ N. Long. $164 = 28$ E.

Monday Feb. 4th. Commences with strong winds from N. E. Steering to the westward, at 6 P.M. made Strong's Island bearing W. by N. 30 mi. S. Lying on Diff. tack through the Night under short Sail at Daylight put away for the Island at 10 came to anchor of the weather harbor 2 or three mi S. was boarded by Capt. Chase of the Ship Emily Morgan 15 mo. out 200 bbls. Sp. had been windbound in the Harbor 2 mo. reported Ships Florida of Fairhaven and Bark Gratitude of New Bedford nothing since leaving the Sandwich Islands all windbound in the weather Harbor, I being busy did not get the Lat. myself the Steward got the Lat. and made it $5^{\circ} 16' N.$ by a good obs. and no doubt it was right the S. part of the Island bearing W. 2- or 3 mi. S.

Lat. $5^{\circ} 16' S.$

Tuesday Feb. 5th. At 1 P.M. I lowered my Boat and pulled into what is called the South Harbor on Strong's I. where I found the Ship Rosseau of New Bedford to Anchor as the wind was blowing direct of the land and the Harbor a very poor one small and full of reefs I did not think it prudent to try to get in there with the Ship, at 3 I went onboard again and seen W. for the lee part of the Island Strong trades are fair beat round the Island during the Night under keel Sails at 10 of the Weather Harbor lowered my Boat went into the Weather Harbor in order to get a Pilot to go into the what is called the Lee Harbor so ends the Day

Wednes. Feb. 6th. At $\frac{1}{2}$ past 5 Am. I returned to the Ship with my Native Pilot for the Lee Harbor at 8 Am. I went into the Lee Harbor with my Boat found it to be a difficult place to get in as the trade winds were blowing hard directly out the Harbor and the only way to get in is to warp the Ship by making fast lines to the rocks and carrying out the Anchors and planting them on the Reef to haul by and full of reefs under your lee and no Anchorage between the Reefs until the Ship is warped a considerable distance so came to the conclusion I would not for another Day the Harbor is a good one after you get in -

1856

Thursday Feb. 7th. At 8 Am. run into the Entrance of the Harber with 2 Boats carrying lines to make fast to the Rocks in order to warp the Ship in fresh trades and fair at 10 Am. run the Ship into the Entrance of the Harber under easy Sail got hold of the large rope say a piece of Geey Stuff made fast to a rock for the purpose of Warping or Holding the Ship until we could clue up the Topsails and furl them but the Pilot made a Bad Job of it and would have got the Ship on the reef if I had not taken command from him I hove every thing hove aback got quick Stern way parted the Warp and managed to get the Ship even of the reef made a tack to windward at 11 made another attempt but being verry cautious failed to get hold of the large rope awright got hold of the towline and parted it at 11⁴⁵ ^{mi} succeeded in getting hold awright brought the Ship To by the large rope Clued up the Sails and furled them and commenced warping Ship up to the Anchorage

Friday Feb. 8th. Commences with fresh trades and fair warping Ship to windward by lines made fast to rocks on the weather reef and also by Boat Anchors and Redge the wind freshening all the time, at half past 6 P.M. took a heavy gust of wind which started all our Anchors let go my best Anchor immediately to save the Ship from going on to the Lee reef it being dark at the time, not knowing the true Position of the Ship sounded and found from 22 to 28 fathoms round the Ship within a Ships length of the weather reef, holding on with the Redge and 3 Boat anchors at the same time, at Daylight took up the Redge and one Boat Anchor took them to the proper Anchorage about 1 1/2 towlines length and run lines and all the best ropes to the Ship in order to haul her to good Anchorage when when the trades came in verry strong again which had been quite the latter part of the Night, so had to give it up for the Day during these last 24 hours had from 20 to 30 Natives on board assisting to haul Ship

Saturday Feb. 9th. first part strong winds and heavy Middle part light winds and calms with rain, at 4 AM. made an attempt to haul Ship Manned the Windlass and hove Short before the 30 fathom Shackle came above water hove until we sprung both the Windlass brakes badly Chain right up and down supposed the Chain had caught under a rock gave her Chain again and hauled her about by the lines in hopes of clearing it hove Short again but could not get the 30 fathom Shackle in sight at 1/2 past 6 the trades set in strong again not to give it up undertook to take 2 Boat Anchors but could not they being fast to the Rocks also I then went to work and rounded out the Channel between the Reefs and found from 25 to 35 fathoms where a Ship may Anchor and swing clear of the Reefs near where my Ship lies strong trades ends the Day

Sunday Feb. 10th. first part strong trades Ship still lying with the Chain Short and tide rising, at 3 P.M. the Ship started some in a strong place, supposed the Chain had got clear from the rock or the Anchor had broke let go the 2nd Anchor in 28 fathoms and paid out on both Chains 60 fathoms on one and 45 on the other, lost on Boat anchor and a coil of $2\frac{3}{4}$ in Rope, rope parted near the Ship, I wrote a letter to Capt. Williams of Ship Florida to the weather harbor asking him to come and see me and also requesting him to bring the other two Capt. with him if the could come wishing there advice about the Ship &c. Moderate winds most of the time through the Night latter part moderate winds and fair, but could not undertake to start the Ship in consequence of the head Chief not being willing to assist me with his men he said it was Sunday and he wanted his Men to go fishing and gunning he gave me a good Supply of wild Pigeons, and fresh Fish, Coconuts, Breadfruit, Porrow &c. at 10 AM. Capt. Williams of Ship Florida and Capt. Cornell of Bark Gratitude came to my Ship in a Canoe after crossing over the Island some 4 or 5 mi. on foot so ends the Day one watch on liberty the latter part.

1856

Monday Feb 11th. First part light winds from the S.E. and fair, Middle part strong winds and Raining, at 6 Am. light winds, at 7 commenced getting underway the head Chief Cesar onboard with about 70 Natives to assist in taking the Anchors and hauling Ship at 10 brought the Ship to in 11 fathoms muddy bottom in a snug harbor on the West side of Strong's Island the rest part of the Day employed in getting the lines Kedge Anchor washing lines, Decks, &c. so ends the Sea Day

Went a gunning about 1 hour got 7 Pigeons mistake

Monday 11th ^{Cecil} ~~Sea~~ account the latter part employed in breaking out the salt Provisions out of the lower hole. (Sgt.)

Tuesday Feb. 12th. Strong trades and Squally employed in breaking out Coopering Salt Provisions

Wednes. Feb. 13th. first part ~~sunny~~ fair, latter part the same until 10 P.M. then strong trades and squally with rain employed in Coopering provisions and stowing off the lower hole one watch on liberty

Went gunning about 1 hour and got 7 Pigeons

Thurs. Feb. 14th. First part heavy rain attended with heavy squalls of wind at 10 Am. commenced breaking out the Main hatchway and Making preparation for stowing down the Sp. oil, and also for stowing water also sent in a raft of Cask for water

Went a gunning and got 20 Pigeons

Friday. Feb. 15th. Strong trades attended with heavy squalls of wind and rain employed in getting wood and Water

Went a gunning got 40 Pigeons & one with Hen

Saturday Feb. 16th. Strong trades attended with heavy squalls of wind and Rain employed in getting wood & Water

Sunday Feb. 17th. Strong trades and Raining apart of the time, rest of the time fair

Getting wood & water

Monday Feb. 18th. Strong trades and fair most of the time

Invent to weather Harbor to carry a letter to send home

Tues. Feb. 19th. Strong trades and fair employed in stowing of betwixt Decks &c. one watch on liberty for 24 hours

Went, a running 3 hours + 19 Pigeons

Wednes. Feb. 20th. Moderate winds and fair at 6 Am. the watch all returned from liberty, Except Charles Dayton, and Charles Lewis who had deserted, at 2 P.M. they was brought on board the Ship in Irons taken on the weather side of the Island by Cesar the Chief, at 11 P.M. a Man by the name of Samuel Craft one of the other watch was taken at the same place and sent back by the King, he had also deserted or at least broke his liberty, as I forbade him or any other one going to the weather Harbor

Went, a running the fore on got 2 Pigeons

Thurs. Feb. 21st. Strong trades and Cloudy at 7 Am. the liberty Men all returned on board, the other watch went on liberty, the watch on board employed on the Rigger setting up the Bobstays &c

Friday Feb. 22nd. Strong trades and fair most of the time one watch on liberty the watch employed in the Rigger

Saturday ~~Friday~~ Feb. 23rd. at 7 Am. Sea Ass. got underway at 7.45^{h m} passed the outer Reefs with fresh trades under Single reefed Topsails the Remainder of the Day employed in boating the Natives onshore who had been assisting me in hauling Ship it being very rugged outside the Canoes could not get out also one Boat employed in getting the lines we had been using that was made fast to a tree onshore at Noon the last Boat had not returned

Sunday. ~~Saturday~~ Sept. 24th. At 1 P.M. the Boat returned and I steered to the N.W. Thence on different tracks through the Night under easy Sail could not run for fear of an Island laid down on the Chart at Day steered N.W. by W. Main Top gallant sail set Strong trades from N.E. by E. on the above day Lat. by Obs. 8=23 N. Long. by Chron. 162=00 E. At 2 P.M. I called my runaways to account and put sentence on them 2 of them I ordered to be kept to work through the day without giving them a watch below until further orders from me, the other Charles Dayton who had been a very bad Man during the voyage thus far had insulted me and my Officers from time to time I put him in the Rigger and gave him a moderate punishment with a piece of Porcelain hoping to make a better Man of him

1856

Monday ~~Sunday~~ Feb. 25th. Strong trades and equally Steering N. W. $\frac{1}{2}$ W. by Compass under Single reefed Topsails Main Topgallantsoil set most of the time, a very heavy Sea running and partly ahead which makes the Ship labor very hard Lat. by Obs. 8-41 N. Long. by Chro. 159-57 E.

Tuesday ~~Monday~~ Feb. 26th. Strong trades and equally Steering N. N. W. Topgallantsails ^{set} most of the time over Single reefed Topsails at 10^h 15^m. Am. ship on unlucky Sea into the Waist Boat, or rather ~~rolled~~ ^{rolled} her under and lost her, shortened Sail immediately and came to the wind made some short tacks run alongside of her, and grappled to her and saved three oars, Sail and most of the Craft took about $\frac{2}{3}$ of her on deck and saved some of the knees Timbers &c.

Lat. 10-11 N. Long. by Chro. 157-05
Wednes. ~~Tues.~~ Feb. 27th. Strong trades and equally Steering N. N. W. under all Sail most of the time latter part employed in Sail mending

Lat. by Obs. 11-50 N. Long 154-09 E.
Thurs. Feb. 28th. Strong trades and fair Steering W. by N. under all Sail most of the time; employed in Sail mending Lat. by Obs. 12-48 N. Long. by Chro. 151-05 E.

Friday. Feb. 29th. Strong trades Steering W. by N. 1st part fair; latter part equally with Showers of Rain Lat. by Obs. 13-45 N. Long. by Chro. 147-55 E.

Saturday March 1st. Commences with Strong trades and equally with showers of Rain, Steering N. W. by W. under Single reefs, at 10 P.M. came to with the head yards aback at 4 Am. steered N. N. W. latter part thick and rainy most of the time, at Noon the S. part of Pinian Island bore W. by S. the nearest Land 5 mi. Dis Lat. by Obs. 14-57^N

Sunday March 2nd. 1856 First part strong trades and fair At 2 P.M. Clewed up Topgallantsails hauled up the Courses and came to with the Main yard aback under the lee of Pinian where we saw several houses, and a beautiful sand beach in front and a large Cocconut grove on the back 2 mi. Dis. from the Ship lay in that condition about one hour saw no one on shore, no signal given, no smoke supposing the Inhabitants were not at home at $\frac{1}{2}$ past 3 P

Steered to the Westward under all Sail, at 4 saw a number of Humpbacks, Middle and latter part moderate trades and fine weather Lat. by Obs. 15=53 N. Long. by Chro. 143=11 E.

Chro. right agrees with the Island -

Monday March 3rd. 1st. part moderate winds and fair latter part strong trades and equally with showers of rain employed in Sail mending Lat. by Obs. 16=50 N.

Long. by Chro. 140=11 E.

Tues. March 4th. First part Strong trades and equally unbent the Fore Topsail and bent the old one, latter part fair unbent the Main Sail to repair so ends all hands Employed in repairing the Main Sail and F. S. Sail

Lat. by Obs. 17=52 N.

Long. by Chro. 137=16 E.

Wednes. March 5th. Fresh trades and fair Steering W. N. W. unbent the Fore Sail and bent the old one, also unbent the Main Toppallantail and bent on old one finished repairing the Main Sail and bent it all hands employed in Sail mending Lat. by Obs. 18=53 N.

Long. by Chro. 134=24 E.

Thurs. March 6th. fresh trades and equally a part of the time Steering N. W. by W. Middle part under Double reefs latter part employed in Sail mending and fitting a New Boat - Lat. by Obs. 20=22 N. Long. by Chro. 131=55 E.

Friday March 7th. Light trades from E. N. E. to N. E. and fair Steering N. W. Employed in Sail mending got out a New Waist Boat &c. Lat. by Obs. - 22=05 N.

Long. by Chro. 130=04 E.

Saturday March 8th. 1st. part Light winds from N. E. Steering N. W. employed in Sail mending and painting the Waist and Bone Boats, Middle part steady rain at 4 Am. strong winds Double reefed the Topsails took in the Jib & Main Sail, at 9 Am. cleared off and Moderate at 10 under all Sail. Lat. by Obs. 23=23 N.

Long. by Chro. 128=48 E.

Sunday March 9th. Moderate winds from N. E. and fair at 5 P. M. saw 4 Whales and lowered the Boats without success, the Whales being considerable distance off could not get to them before dark, Steering N. W. by N. Lat. by Obs. - 24=29 N.

Long. by Chro. 128=05 E.

March 10th of 1841

landers
with day
living
or Boy

1st. part
united the
Boat

Monday March 10th. First part light winds from N.E. to S.E. and fair Steering N.W. by S. Middle part strong variable winds from the South-east and rainy, put the Ship under Short Sail, latter part Strong winds from N.W. and Cloudy Steering on Diff. tacks under easy Sail Lat. by Obs. $25^{\circ} 31'$ N. Long. by Chro. $127^{\circ} 23'$ E.

Tuesday March 11th. Commences with Strong Gales from N.N.W. Steering to the westward by the wind under Double reefed topsails, at 6 P.M. hove to under a Close reefed Main Topsail and spencers heading to the N.E. at 8 Am. more moderate wave Ship to the westward and set Double reefed Topsails jib & Main Sail strong winds ends the Day Lat. by Obs. $25^{\circ} 33'$ N. Long. by Chro. $127^{\circ} 00'$ E.

Wednes. March 12th. Commences with Strong Gales from N.N.W. Steering to the westward by the wind under easy Sail latter part light winds from N. to N.E. and fair employed in Sail mending and Painting Boats Lat. by Obs. $25^{\circ} 44'$ N. Long. $125^{\circ} 46'$ E.

Thurs. March 13th. Strong winds from N. to N.N.E. Steering to the N.W. by the wind under easy Sail at noon spoke the Ship Cambria of New Bedford Lat. by Obs. $26^{\circ} 31'$ N. Long. $125^{\circ} 02'$ E.

Friday March 14th. First part Strong Gales from the North Steering to the Westward by the wind at 6 P.M. Close reefed the Topsails jib and Main Sail in, latter part more moderate under Single reefed Topsails Lat. by Obs. $26^{\circ} 58'$ N. Long. by Chro. $123^{\circ} 40'$ E.

Saturday March 15th. First part strong winds from N. to N.E. at 1 P.M. I went onboard Ship Cambria and bought 599 lbs. Irish Potatoes at $3\frac{1}{4}$ Cts. & lb. $\$19.46$ Cts. Latter part more moderate under nearly all Sail steering on Diff. tacks by the wind but mostly to the Eastward employed in Sail mending &c so ends in Co. with Ship Cambria Lat. by Obs. $27^{\circ} 10'$ N. Long. by Chro. $124^{\circ} 06'$ E.

Sunday March 16th. First part moderate winds from the North
Steering to the N.W. by the wind, Latter light airs from the S. and
calms Steering to the N.N.E. in Co. with the Cambria.

Lat. by Obs. 27-40 N. Long. by Chron. 123-40 E.

Monday March 17th. First part light winds from S. and fair
Steering N.N.E. Latter part fresh breezes from N.W. Steering
to the N.E. by the wind under single reefs the air all of
a smother or in other words thick with yellow dirt also the
Sails and Riggins yellow with the same brought by the strong
N.W. wind, most likely this is the cause of its being called the
Yellow Sea No obs. Lat. by Acc. 29-13 N. Long. 124-40 East

Tues. Mar. 18th. First part Strong Gales from N.W. Steering
to the N.E. by the wind at 3 P.M. Close reefed the Top sails took
in the Gibb and Main Sail, Latter part more moderate
under Double reefed Top sails Gibb & Main Sail set

Lat. by Obs. 30-35 N. Long. by Chron. 125-58 E.

Wednes Mar. 19th. First part Strong winds from N.W. Steer-
ing to the N.N.E. by the wind Middle and latter part
light winds from W. to S. and smoky Steering N. all
Sail set - Lat. by Obs. 32-27 N. Long. by Chron 126-17

Thursday Mar. 20th. Begins with Strong winds
from S. at 1 P.M. Sounded 55 fathoms muddy bottom,
hauled the winds to the E.S.E. under Double reefs
Gibb & Main Sail in at 10 P.M. wore Ship at 3 Am.
light winds from W.S.W. made all Sail and Steered
N. Latter part light winds from N.W. and smoky
a part of the time calm employed in setting up Hooks

Lat. by Obs. 33-01 N. Long. by Chron 126-36 E.

Friday March 21st. Begins with fresh breezes from E.N.E.
(Steering to the N. by the wind), at 3 P.M. took Ship Quilperts
Island the nearest land bearing N. 5 or 6 mi. Dis. the Small
Island bearing W. 5 mi. Dis. very smoky could not see the
land but a short distance Middle part on diff. rocks
Latter part Steering to the Northward leaving the Islands
on our Leeward hand in sight off Deck quite smoky,
one Sail in sight on our weather Quarter

Lat. by Obs. 33-40 N. Long. by Chron. 127-10 E.

we being the S part of Quilperts Island and the Small I. some 10 or 15
mi. farther North than the Chart gives, Long. agrees with the Chron.

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Saturday Mar. 22nd. Commences with fresh breezes from the N.E. Steering to the North by the wind at 1 P.M. saw a Whale one rising only, at 3 P.M. one Island bearing N.E. by E. 8 mi. Dis. by Estimation called on the Chart Port Hamilton at the same time another small Island bearing W. 5 mi. Dis. tooked Ship to the S.E. one Ship in sight to windward, Middle and latter part Steering on Different tacks by the wind thick and rainy with Thunder No Obs.

Sunday March 23rd. Begins with Light airs and Calms with thick and rainy weather at 4 P.M. took a strong breeze from N.E. Double reefed the Topsails and Steered to the S.E. by the wind the wind blew on quick to a Gale at 8 Do. under Close reefed Main & Mizzen Topsails & Spencers at 6 Am. set the F. G. Sail there reefed at 10 set the Fore Sail, so ends strong and Cloudy one Ship in sight No Obs.

Monday March 24th. Commences with strong winds from N.E. Steering to the Eastward by the wind, at 6 P.M. the land bearing E. 10 mi. Dis. tooked to the N.W. took in the Courses, latter part moderate winds and fine weather Steering on Diff. tacks under all Sail one Ship in sight at 11 Am. saw 2 Right Whales and lowered the Boats without cause so ends the nearest land bearing E. S. E. 20 mi. Dis. Lat. by Obs. $33^{\circ}20' N.$ Long. by Chro. $128^{\circ}35' E.$

Tuesday March 25th. Moderate winds from the N.E. and fair Steering on Different tacks by the wind under all Sail Lat. by Obs. $33^{\circ}46' N.$ Long. by Chro. $128^{\circ}43' E.$

in the Straits of Corea about the center at Noon } Wednesday March 26th. First part light airs from the N.E. and Calms Steering on Diff. tacks by the wind at 11 P.M. took a light breeze from the S. Steered N.E. by East at 6 Am. winds from N.N.E. Steering to the Eastward by the winds at Noon the nearest Island bore E. S. E. 8 mi. Dis. Lat. by Obs. $33^{\circ}58' N.$ Long. by Chro. $129^{\circ}45' E.$

Thurs. Mar. 27th. Strong Gales from N.E. Steering on Diff. tacks by the wind, latter part heavy Gales under Close reefs at Noon took in the Main & Mast Boats, Lat. by Obs. $34^{\circ}18' N.$ the large Island in the Straits in sight most of the time to the N.W.

Friday Mar. 28th. Strong Gales from the N.E. Steering on Diff. tacks by the wind under Close reefed Topsails at Noon the Big Island in Straits I. and bore W. by N. by estimation 12 mi. Dis. Lat. by Obs. $34^{\circ}04'N$.

Saturday March 29th. Commences with Strong Gales from N.E. and Cloudy at 6 P.M. took in the Fore & Main and run the Ship S.W. 1h. 20 mi. under a Close reefed M.S. Sail run 10 mi and came to heading to the N.W. Gale very heavy thick and rainy, at 9 Set the Fore & Main Spencers, at Midnight moderated and lighted up some, saw the land bearing N.W. & near by more Ship and Set the Fore & Main Topsails, latter strong Gales Steering on Diff. tacks under Close reefs under. the lee of the big Island in the Straits at Noon the Middle of the I. bore N. by W. 3 or 10 mi. Dis Lat. & Long of the I. right

Sunday March 30th. first part Strong winds from N.E. and Cloudy Steering on Diff. tacks by the wind at 5 P.M. the the Middle of the Island bore N.W. 3 mi. Distance sounded 54 fathoms and several houses on shore in one of the small Bays, or at the head of Bay, Middle part light airs from the Northward and Calms, latter part moderate winds from from the Northward and equally with showers of Rain. Steering to the Eastward by the wind at Noon a small ^{Islet} Island bore N.E. by N. 3 mi. Dis.

Lat. of the Island $34^{\circ}16'N$. Long $129^{\circ}56'E$.

Monday March 31st. 1st. part light winds from the N. and Calms, heading on Diff. tacks latter part strong Winds from W. to N.W. and equally with Rain Steering to the N.E. under all Sail most of the time at 11 Am. nearly Calm put out the Waist and Bow Boats one Bark in sight at Noon the Nearest Land bearing S.E. by S. 15 mi. Dis by Estimation.

Lat. by Obs. $34^{\circ}58'N$. Long $131^{\circ}05'E$.

Tues. April 1st. First part fresh breezes from W.N.W. to N.W. and equally latter part moderate winds from W. and fair Steering on Diff. Courses to the Northeastward at Noon Land in sight bearing S.E.

Lat. by Obs. $36^{\circ}31'N$. Long. by Chro. $132^{\circ}26'E$.

Wednes. April 2nd. Commences with fresh breezes from W.S.W. and fair Steering S.W. at 5 P.M. spoke Ship ^{of} ^{the} ^{name} ^{of} ^{James} ^{Bedford} Middle part running under Short ^{Sails} latter part saw 2 or 3 Right Whales and lowered without success Lat. by Obs. $37^{\circ}06'N$. Long. by Chro. $133^{\circ}50'E$.

Thurs. April 3rd. Moderate Winds from S.W. Chase a few scotering Whales through the Day Lying under Short Sail through the Night saw about 5 Whales most of them going quick to the Eastward Lat. by Obs. 37=30 N. Long. by Chro. 134=18 E.

Friday April 4th. Moderate winds from S.W. to S. and fair Steering on Diff. Courses to the Eastward lowered 2 or 3 times for Whales at 10 Am. saw a Ship to the S. Steering W. Lat. by Obs. 37=29 N. Long. by Chro. 135=40

Saturday April 5th. Moderate winds from S.W. and fair Steering on Different Courses latter part Cloudy N. Obs. Latitude & Longitude about the same as Day before

Sunday April 6th. first part Calm, Middle and latter part fresh breezes from the North and thick weather most of the time with small rain at 10 Am. cleared off. Lat. by Obs. 37=05 N. Long. by Chro. 134=30 E.

Monday April 7th. first part light airs from the S. and Calms latter part fresh breezes from S.E. Steering to the North saw 2 Ships to windward Manoeuvring Lat. by Obs. 37=37 N. Long. by Chro. 134=30 E.

Tues. April 8th. Begins with fresh breezes from E.S.E. and fair at 2 P.M. lowered for Whales and struck one at 6 P.M. took him to the Ship at 8 Am. commenced cutting to leeward, Strong Gales and very rugged cutting the head sunk but lost one half the throat so ends cutting Lat. by Obs. 37=50 N. Long 134=24 E.

At 1 P.M. spoke Ship Eliz. F. Mason nothing since leaving the S. Islands

Wednes. April 9th. Strong Gales from E.S.E. and Clear at 3 P.M. finished cutting at 7 commenced boiling under a Close reefed Main Topsail & Fore Sail the Whale very large and very poor making oil very Slow latter part employed in bailing and scraping Bone Lat. by Obs. 37=48 N. Long. by Chro 134=16 E.

Thurs. April 10th 1st part strong Winds from N.E. and Clear latter part quite moderate set fore & Mizzen Topsail Double reefed employed in bailing Lat. by Obs. 37=50 N. Long. by Chro 134=05 E.

Friday Apr. 11th. Moderate Winds from N.W. and fair at 6 P. Steering on Diff tocks by the wind employed in bailing Lat. by Obs. 37=41 N. Long. 134=35 E.

Saturday Apr. 12th. Light winds from N. E. to N. W. and fair, at 6 P.M. finished boiling, latter part employed in breaking out the Main Hatchway and Stowing down Oil, at 10 Am. saw a Whale and lowered 2 Boats without success

Lat. by Obs. $37^{\circ}57'$ N. Long. by Chro. $134^{\circ}56'$ E.

Sunday Apr. 13th. First part light winds from the N. E. and fair latter part strong Winds and Cloudy saw 2 Whales and lowered the Boats once without success Lat. $37^{\circ}48'$ N. Long. $135^{\circ}13'$ E.

Monday Apr. 14th. First part light winds from the N. E. and Calms, latter part fresh breezes from N. and Cloudy with small rain

Lat. by Obs. $38^{\circ}00'$ N. Long. by Chro. $135^{\circ}00'$ E.

Tues. Apr. 15th. Strong Gales from the N. and Clear Steering to Westward most of the time under Short Sail, at 10 Am. took in the Fore S. Sail, Lat. by Obs. $37^{\circ}45'$ N. Long. by Chro. $133^{\circ}22'$ E.

Wednes Apr. 16th. 1st. part Strong Gales from the N. heading on Diff. tooks under short Sail saw 2 Ships to windward latter part moderate winds from N. W. to W. and fair Steering on Different courses to the Northeastward at 10 Am. saw a Whale and lowered the Boats without success Lat. by Obs. $38^{\circ}03'$ N.

Long. by Chro. $133^{\circ}54'$ E.

Thurs. Apr. 17th. Moderate winds from S. W. and fair saw 2 Whales and lowered the Boats without success at 5 P.M. Ship South Boston in Co. her Boats spoke mine while in chase of a Whale she had not taken any thing this Season

Lat. by Obs. $38^{\circ}27'$ N. Long. by Chro. $134^{\circ}40'$ E.

Friday Apr. 18th. first part light winds from W. S. W. Steering to the Eastward, latter part Strong Winds from S. and Rainy, at 10 Am. spoke the French Ship Jason Capt. Hache nothing this Season Noobs Lat. by Obs. $38^{\circ}45'$ N. Long. $135^{\circ}30'$ E.

Saturday April 19th. First and Middle part Strong Gales from S. and Rainy, heading to the Westward under Short Sail, latter part Moderate winds from the Westward Steering on Diff. Courses to the Northward under all Sail Lat. by Obs. $39^{\circ}11'$ N. Long. by Chro. $135^{\circ}40'$ E.

Sund. Apr. 20th. First part moderate Winds from the S. W. Steering on Diff. Courses to the Eastward, latter part fresh breezes from E. Steering from N. W. to S. W. saw one Whale French Ship's Boats in Chase Lat. by Obs. $39^{\circ}09'$ N. Long. by Chro. $135^{\circ}56'$ E. at

1856

Monday Ap. 21st. First part fresh breezes from the E. & S. at 4 P.M. spoke the Ship Ontario of N. B. nothing this Season saw 2 or 3 Whales and lowered the Boats without success Middle part strong Gales, Latter part moderate B. & S.

Tues. Ap. 22nd. First part light airs from the E. & S. Calm Latter part strong Gales from the W. & N. W. heading to the S. W. under easy Sail at 10 Am. spoke the Bark Nathl. S. Perkins of N. London 2 Whales this Season lat by Obs 38 50 N. Long. " Chrs 135-56 E

Wednes. Ap. 23rd. First part Strong Gales from N. W. Steering to the S. W. by the wind under short Sail, Latter part light airs from the W. and Calms in Co. with the Nathl. Perkins, lat by Obs. 38-20 N. Long. " Chrs 135-45 E.

Thurs. Ap. 24th. Commences with moderate Winds from the S. and fair at 3 P.M. lowered for Whales at 5 Do. took one to the Ship and got ready for cutting, latter part moderate Winds put a considerable of smell on Employed in cutting the Whale whis was large
Lat. 38-45 N. by Poor Long. 135-57 E. Obs. -

Friday Ap. 25th. Light winds from the Eastward and Calms Cloudy and thick fog most of the time employed in boiling and scraping bone No Obs. - -

Sat. Ap. 26th. Begins with light winds from the eastward and thick fog latter part raining employed in boiling - - No Obs.

Sunday Ap. 27th. Begins with fresh breezes from S. W. and Raining, which soon blew on to a gale, at 5 P.M. cooled down the works and took in the Fore Sail, at 4 Am. moderated some, set the fore Sail and started the works again, latter part strong Gales Employed in boiling heading to the N. W. under a close reefed M. S. Sail and Fore Sail lat by Obs. 38-40 N. Long. 135-07 E

Bar.
29-08

Monday Ap. 28th. Commences with strong Gales from S. W. at 5 P.M. heavy Gales took in the Fore Sail and Close Looked down the works, latter part more moderate at

7 Am. started the work again and finished boiling at 11 Am.
Ship to the S. Lat. by Obs. 39=01 N. Long. by Chro. 135=26 E.

Tues. Apr. 29 th. First part strong Gales from S.W. heading to the
S.E. under short Sail, latter part moderate winds from S.S.W.
and foggy most of the time Employed in stowing down oil

Lat. by Obs. 38=49 N. Long. by Obs. 136=08 E.

Wednes. Apr. 30 th. Strong Gales from S.W. lying to under a Close
reefed Main Topsail and Spencers heading to the N.W.

Lat. by Obs. 39=09 N. Long. by Chro. 135=45 East

Thurs. May 1st. Commences with strong Gales from S.W. Steering on
Diff. tacks under Double reefed Topsails 3 Ships in sight at about

hook
Ship
enhar
thing
Season

Sunset saw a flick to windward, and also something in it we
supposed may be a dead Whale or carcase despatched a Boat for it
which proved to be a dead Whale, the Signal for it was a light
set in the Boat, sent another Boat, the wind dying away fast
let out the Keefs and set the Main S. G. Sail and commenced
beating up to the Whale, at 8 set in thick fog lost sight of the
light, at 9 light airs and lightning with rain, at 1 Am. took
the Whale alongside at 2 got all snug, heavy rain let all the
Men go below excepting one Officer to stand watch at 7 commenced
cutting and with much difficulty and much loss of time saved
the Bone, as the whole was badly blasted and the Bone all
started when we broke the Whale, thick fog ends the Day
Cutting the Whale No obs.

and 6 Whs.
and lowered

Friday May 2nd. Light winds from N.W. and foggy apart
of the time Latter part saw several Right Whales and lowered
the Boats without success Employed in boiling

Lat. by Obs. 39=19 N. Long. by Chro. 136=12 E.

3 Whales
and lowered

Saturday May 3rd. Light variable winds and Calms
Employed in boiling and scraping bone No Obs.

Sunday May 4th. Light winds from the S.W. and smoky
at 4 P.M. finished boiling spoke Ship Florida of Fairhaven
nothing this Season Lat. by Obs. 39=45 N. Long. by Chro. 135=34 E.

Monday May 5th. 1st part light winds from the Southward
and Calms Steering to the Eastward, latter part fresh
breezes from N.E. Employed in stowing down oil.

Lat. by Obs. 39=36 N. Long. by Chro. 136=22 E.

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Spoke Ship
Fahens
nothing
this Sea.

Spoke Ship
Charles
Phelps
nothing
this Sea.

Tues. May 6th. Light variable winds and fine weather
saw 2 Whales and lowered the Boats without success

Lat. by Obs. $39^{\circ}21'$ N. Long. by Chro. $136^{\circ}13'$ E.

Wednes. May 7th. at 3 P.M. lowered for Whales at 4 fastened
at 5 took him to the Ship at 5 Commenced cutting, at 11
finished Light winds from the Westward & smoky

Lat. by Obs. $39^{\circ}21'$ N. Long. by Chro. $136^{\circ}21'$ E.

Thurs. May 8th. Light variable winds and and smoky saw
2 or 3 Whales spoke Bark Manuel Oates 3rd W. this Season
Latter part Cloudy Employed in boiling and scraping bone
No obs.

Friday May 9th. Light winds and Calms Employed
in boiling spoke Ships Nimrod 1st W., Spinn Queen 3rd W. this Sea

Lat. by Obs. $39^{\circ}12'$ N. Long. by Chro. $135^{\circ}49'$ E.

Saturday May 10th. Fresh breezes from N.E. Latter part
thick weather with small rain, Employed in stowing
down oil

Lat. by Obs. $39^{\circ}24'$ N. Long. by Chro. $135^{\circ}50'$ E.

Sunday May 11th. Light variable Winds and fair Steering
on Diff. Courses, Latter part saw a Whale and lowered
the Boats without success Lat. $39^{\circ}18'$ N. Long. $135^{\circ}50'$ E. by Chro.

Monday May 12th. First part moderate Winds from
the S.E.W. and fair, Latter part strong Gales from
S.W. and smoky at 7 Am. hove to under a Double reefed
Main Topsail and Spencers heading to the Southward
Employed in setting up Shocks Lat. by Obs. $39^{\circ}20'$ - Long. $136^{\circ}25'$

Tues. May 13th. Strong Winds from W.S.W. and smoky
at 10 Am. saw a Whale and lowered the Boats in Co. with
Ship Menkars Boats Employed in setting up Shocks starting
water into Pipes &c Lat. by Obs. $39^{\circ}17'$ N. Long. by Chro. $136^{\circ}08'$ E.

Wednes. May 14th. Light variable winds and Calms trying to
work the Ship to the S.W. Lat. by Obs. $39^{\circ}01'$ N. Long. by Chro. $135^{\circ}58'$ E.

Thurs. May 15th. First part light winds and Calms
spoke Ship Nimrod 1st Whale, & Bark J. E. Donnell 2nd W.
this Season, Latter part fresh breezes from S.W. and
plenty of Whales employed in Chasing Lat. by Obs. $39^{\circ}06'$ N
Long. by Chro. $135^{\circ}24'$ E.

Friday May 16th. First part Strong Winds from S.W. Latter
part fresh breezes from N.E. and fair at 11 Am. lowered for 2^d Whales
Lat. by Obs. 39=14^N. Long. by Chro. 135=17 E.

Saturday May 17th. First part moderate winds from the N.E. Latter
part fresh breezes from the S.W. Steering on Diff. Courses to the North
Lat. by Obs. 39=27^N. Long. by Chro. 135=21 E.

Sunday May 18th. First part fresh breezes from the S.W.
Steering on Diff. Courses to the Eastward, at 8 Am. spoke the
French Frigate Virginia another French Frigate in Co. with her
at 11 spoke the Ship American of Edgerton W. this Season
Lat. by Obs. 39=04^N. Long. by Chro. 136=47^E.

Monday May 19th. Light winds and Calms Steering on Diff. Courses
to the Westward Lat. by Obs. 39=14^N. Long. by Chro. 135=50 E.

Tues. May 20th. First part moderate Winds from the S.E. Latter
part fresh breezes from S.W. Steering on Diff. Courses to the Westward
Lat. by Obs. 39=28^N. Long. by Chro. 135=18 E.

Wednes. May 21st. First part fresh breezes from S.W. Steering to
the W.N.W. by the wind under easy Sail through the Night Latter part
saw one Whale and lowered the Boats without success
Lat. by Obs. 39=59^N. Long. by Chro. 134=44 E.

Thurs. May 22nd. First part light airs and Calms, Latter part
fresh breezes from E. Steering to the Southward Lat. by Obs. 39=12^N.
Long. by Chro. 133=10 E

Friday May 23rd. Light winds from S.E. and Calms, Latter
part thick and rainy, Steering on Diff. Courses to the Westward
No Obs. Lat. by Acc. 38=35^N. Long. 132=12 E.

Saturday May 24th. Light variable winds and Calms with thick fog
most of the time Steering on Diff. Courses to the Northward
Lat. by Poor Obs. 38=58^N. Long. 131=50 E.

Sunday May 25th. First part fresh breezes from the S.
Latter part strong Winds from S.W. Steering to the Eastward
Lat. by Obs. 38=27^N. Long. by Chro. 132=52 E.

Monday May 26th. 1st part strong Winds from S.W. Latter part light
variable winds and Calms Lat. by Obs. 38=45^N. Long. by Chro. 134=12 E.

Tues. May 27th. 1st part Moderate Winds from S.E.
Latter part fresh breezes Steering on Diff. Courses to the
S.W. Northeastward Lat. by Poor Obs. 39=47^N.
Long. by Chro. 135=15 East.

Frigate
at a Boat
and the
sails

4 P.M.
131-38

29 37
100

1856

Wednes. May 28th. First and Middle part strong Winds from E. S. E. and thick weather with rain, Steering to the N. E. by the wind, under short Sail through the night, latter part strong winds from N. W. Steering S. E. Lat. by Obs. 39=42 N. Long. by Chro. 136=35 E.

Thurs. May 29th. First part fresh breezes from N. W. latter part Calm, Lat. by Obs. 39=16 N. Long. by Chro. 137=29 E.

Friday May 30th. Light winds from the N. E. Steering to the Southwestward Lat. by Obs. 38=48 N. Long. 136=20 E.

Saturday May 31st. Light variable winds and Calms, at 6 P.M. Spoke Ship Mostezuma of N. B. 2 Whales this Season

Lat. by Obs. 38=42 N. Long. by Chro 136=04 E.

Sunday June 1st. first light winds from the S. and Calms, latter part strong winds from N. and King most of the time

Lat. by Obs. 39=15 N. Long. by Chro. 137=21 E.

Monday June 2nd. 1st. part strong Gales from N. Steering to the Eastward, Middle and latter part more moderate Steering to the Westward Lat. by Obs. 39=20 N. Long. by Chro. 136=36 E.

under short Sail
Sail through
the night

Tues. June 3rd. Moderate winds from N. to E. and smoky with small rain part of the time Lat. by Obs. 40=21 N. Long. by Chro. 135=40 E.

Wednes June 4th. at 3 mi. P.M. saw a dead Whale hauled him alongside made an attempt to cut him in on close examination found a little or no oil been dead a long time gave it up Light airs from N. E. and foggy most of the time

No obs. Lat. by Acc. 40=45 N. Long. 134=50 E.

Thurs. June 5th. fresh breezes from the Eastward and rainy most of the time Steering on different courses to the Westward under short Sail most of the time

spoke
Ship Bark
Harmony
(Whale)

Lat. by Obs. 40=38 N. Long. 133=43 E.

Friday June 6th. 1st. part fresh breezes from N. E. Steering S. S. E. Middle part Calm latter part fresh breezes from S.

Lat. by Obs. 40=16 N. Long. 133=20 E.

Sat. June 7th. Begins with strong Winds from S. Steering to the W. S. W. by the wind, under short Sail through the night latter part fresh breezes from N. W. to N. and foggy most of the time Lat. by Obs. 40=09 S. Long. 131=40 E.

bent a
good
fore Sail

Sunday June 8th. first part strong Winds from N.W. Latter part light winds thick fog most of the time Lat. by poor Obs. 39=30 N. Long. by Chro. 130=46 E.

Monday June 9th. 1st. part Winds from N.E. to N.W. and thick fog, Middle part clear and pleasant Latter part fresh breezes from S.W. Steering on Diff. Course. thick fog ends the Day No obs.
Lat. by Acc. 40=45 N. Long. 130=10 E.

Tues. June 10th. First and Middle part strong winds from S. to S.W. and thick fog, Latter part moderate winds from W. and pleasant
Lat. by Obs. 41=34 N. Long. by Chro. 131=47 E.

Wednes. June 11th. 1st. part moderate Winds from W. Steering N. Latter part strong Winds from E.N.E. Steering on Diff. tacks at 9 am. the nearest land on the Tartary or Asiatic Coast N. 8 or 10 mi. Dis. tacked to the S. No obs. at Noon Lat. by Acc. 42=20 N. Long. 132=00 East

Thurs. June 12th. Strong Winds from E.S.E. to N.E. and Clouds
Steering to the S.E. by the Wind under easy Sail
Lat. by Obs. 41=22 N. Long. by Chro. 133=00 E.

Friday June 13th. Commences with strong Gale from N.E. Steering to the E.S.E. by the winds. at 6 am. tacked to the N.W. under Double reefs all Day
Lat. by Obs 41=11 N. Long. by Chro 133=53 E.

Saturday June 14th. 1st. & Middle part fresh breezes from N.E. Steer-
on Diff. tacks most to the Northward. Latter part moderate, saw a Ship.
Lat. by Obs. 42=28 N. Long. by Chro. 133=22 E. Land N. 22 mi Dis.

Sunday June 15th. First part Calm Latter part moderate winds from S. to S.W. and thick fog most of the time Lat. by Poor obs. 42=40 N.
Long. " " 134=20 E.

Monday June 16th. fresh breezes from S.W. to W. Steering to the N.E.
lying under short Sail through the Night unburnt the old F.F. Sail &
Main Topgallant sail and best good ones Lat. by obs. 43=34 N.
Long. by Chro. 135=46 E.

Tuesday June 17th. Light variable winds and Calms thick fog
most of the time at Noon the nearest Land N.W. 16 or 18 mi Dis
Lat. by Obs 44=37 N. Long. by Chro 136=48 E.

Wednes. June 18th. 1st. part Moderate winds from E.N.E. Steering to the S.E.
by the wind, Latter part light winds from S. Steering N.E. by E. thick fog
most of the time saw a Sail ahead Lat by Obs. 44=21 N. Long. 137=50 E. by Chro.

Thurs. June 19th. 1st part moderate Winds from S.W. Steering N.E. by E. spoke Ship. Orange
Santucket 2nd W. this Season, Middle part winds variable with Thunder & rain, Latter part
strong winds from N. Steering to the E. Lat. by poor Obs. 45=15 N. Long. 138=40 E.

1856

Letter part
thick fog
most of the
time. lost
run of the
2 Ships

Friday June 20th Begins with fresh breezes from N. Steering to the Eastward by the wind at 3 P.M. made the Island Richery bearing E. $\frac{1}{2}$ S. and also the Island Deceber at 8 P.M. spoke Ship Komulus of Mistic 3 Whales, Ship Omega in company Middle part Calm, Latter part fresh Breezes from S. S. W. Steering N.

Lat. by Poor Obs. $45=50$ N. Long. $140=30$ E.

Saturday June 21st. Begins with strong Gales from S. S. W. and thick fog. Steering to the Northeastward at 3 P.M. Double reefed the Topsails and came to the wind heading S. E. Middle part Light winds and variables Latter part fresh breezes from S. E. and fair Steering on Diff. tacks by the wind at Noon the land on the North side of the Passage of the the Straits of the Ochot & Japan Seas E. 15 or 20 mi. Dis. Cloudy weather ends the Day No obs.

Sunday June 22nd at 3 P.M. spoke Ships Omega & Komulus fresh Breezes and thick fog most of the time through the Day Steering on Different tacks work^{ing} through the Straits winds from S. E.

At Noon Cape Arica N. E. by E. 15 mi. Dis. Ship in Ochot sea again

Monday June 23rd. Fresh breezes from the S. E. and Cloudy Steering to the N. E. under all Sail Latitude by Obs. $47=06$ N. Longitude by Chro $145=05$ E.

Tues. June 24th. Strong Gales from S. E. to E. S. E. and thick fog most of the time Steering N. E. $\frac{1}{2}$ N. under all Sail No obs. Lat. by Acc. $49=20$ N. Long. $147=40$ E.

Wednes. June 25th. Strong Winds from E. S. E. and thick fog most of the time Steering to the Northward under all Sail Lat. by Obs. $51=55$ N. Long. by Chro. $150=00$ E.

Thurs. June 26th. Light winds from E. S. E. to E. N. E. & thick fog most of the time Steering to the Northward Lat. by Obs. $53=00$ N. Long. by Chro $150=30$ E.

Friday June 27th. Light winds from E. S. E. and fair Steering to the Northward Latter part Employed in drying Bone 1 Ship in Light Lat. by Obs. $54=09$ N. Long. by Chro. $151=47$ E.

Saturd. June 28th. Light winds from the S. Steering to the Northward Latter part foggy Lat. by ^{Poor} Obs. $55=00$ N. Long. by Chro $152=30$ E.

Sunday June 29th. Light winds from N. E. by N. at 6 Am. Looked for a Right Whale at 7 fastened the 1st. Iron immediately down and the shoot warp parted and away went the Whale, and 1 Ship and 1 Bark in sight and one old Carrack.

Lat. by Obs. $55=22$ N. Long. by Chro. $152=10$ E.

Bar.
29-37

Monday June 30th. Light winds from the S. to S.E. Steering on Diff. Courses to the Northward latter part thick weather No obs.

Lat. by Obs. $56^{\circ}00'$ N. Long. by Chron. $152^{\circ}20'$ E.

Tues. July 1st. begins with light Winds from S.E. Steering N.E. at 3 P.M. spoke Bark Vernon nothing this season at 6 P.M. strong winds from S.E. Steered to the S.W. by the wind at 9 Am. saw several Whales lowered the Boats and struck one on Noon Double reefed the Topsails so ends fast to the whale very rugged No obs. Lat. by Obs. $56^{\circ}00'$ Long. " " $151^{\circ}30'$

Wednes. July 2nd. Commences with Strong Gales from S.E. and thick weather with rain at 2 P.M. Cut from the Whale and let him go with 550 fathoms of line had not been alongside of him since fastend to, strong Gales and raining the remainder of the Day on Diff. tacks the rest of the Day under easy Sail No obs.

Thurs. July 3rd. Strong Gales from S.E. and Rains Steering on Diff. tacks by the winds under Double reefs. Latter part saw 2 Whales to rugged.

Lat. by Obs. $56^{\circ}13'$ N. Long. by Acc. $151^{\circ}30'$ E.

Friday July 4th. Strong Gales from S.E. and raining the 1st. part of the Day, Latter part Moderate winds from N. and thick fog

No obs. Lat. by Acc. $56^{\circ}50'$ N. Long. $151^{\circ}50'$ E.

Saturday July 5th. Strong Winds from S. to N.E. and thick weather with rain Steering on Diff. Courses under short Sail No obs.

Sunday July 6th. Strong winds from the Eastward and thick weather with rain saw 2 Whales to rugged to lower No obs.

Lat. by Obs. $56^{\circ}00'$ N. Long. about $151^{\circ}30'$ E.

Monday July 7th. Begins with strong Gales from N.N.E. to N.N.W. at 7 P.M. hove to under a close reefed Main Top sail heavy Gales from N.W. through the night & raining latter part more moderate and thick fog No obs.

Tues. July 8th. First part strong Gales from S.E. and stormy saw a Whale to rugged to lower, latter part Quite moderate and fair Steering on Diff. tacks

Lat. by Obs. $56^{\circ}00'$ N. Long. by Chron. $151^{\circ}03'$ E.

Wednes July 9th. Light variable winds from the Eastward and dark Cloudy weather with some rain No obs.

Thurs. July 10th. Moderate Winds from the Eastward and thick weather most of the time saw 2 Whales and lowered without success

Lat. by Obs. $56^{\circ}08'$ N. Long. $151^{\circ}00'$ E.

Friday July 11th. at 4 P.M. spoke Ship Maria 3 M. fresh breeze from the Eastward and Raining the latter part of the Day so ends in Co. with the Maria No obs.

Bar.
29-33

Saw.
2 Whales

Spoke
Bark
(Vernon)
Whale

at 2 P.M.
the Ship
Maria 3 M.
(alongside)

Bar.
29-23

1856

Saturday July 12th. Begins from Strong Winds from E.S.E. and
raining heading to the S. by the wind at 5 P.M. got 2 Cask of Brine
from Ship Maria at 7 Do. made all Sail and steered N.W. strong
winds and raining the rest of the Day No obs.

Lat. by Acc. 54-50 N. Long. 149-05 East.

Bent a
Chain)
Bar.
29=50

Sunday July 13th. Begins with strong Winds from E.S.E. and
raining, Steering N.W. by N. Middle part on Tiff. tacks under Short
Sail, at 4 Am. made the land bearing from N.E. to N.W. latter
part thick weather most of the time Lying off and on the land
at Noon the nearest land N. 2 mi. Dis. Near Howland Bay, W. head
E.S.E. 6 mi. Dis.

Bar.
29=86

Monday July 14th. Fresh breezes from E.S.E. to N.N.E. with thick
weather and raining apart of the time at 7 Am. sent 2 Boats into S. Howland
Bay to look for Whales so ends. Long 4 mi. Dis.

Tues. July 15th. at 4 P.M. the Boats returned saw no Whales
Steered to the Westward at 7 Blowing a heavy Gale from E. and
raining Close reefed the Topsails and headed to the S.E. by the
wind, latter part more moderate under Double reefs Steering
to the N. by the wind, at Noon North head of Sheperds Bay N.W.
10 miles Dis.

Wednes. Tues. July 16th. at 5 Am. off the W. head of Sheperds Bay
sent in two Boats to look for Whales, at Noon W. head 4 mi. Dis
Boats chasing Whales

Ship 3 Brothers
to Anchor
at the same
place 4 W.
this Season

Thurs. July 17th. Moderate Winds from the Eastward
at 6 P.M. came to Anchor in 25 fathoms muddy Bottom Red
Bluff. E. 4 mi. Dis. W. head S.W. by S. sent the 3rd Boat of with

Provisions for the other 2 Boats in Chase

Friday
Fri. July 18th. light variable Winds and fair at 8 Am. the 3rd
Boat returned reported the Boats having seen a few white Whales
but could not strike, saw several whales from the Ship going quick

Saturday
Saturday July 19th. light variable winds and fair 2 Boats yet remaining on
on the W. side of the Bay Chasing Whales, the other 2 Boats occasionally
Chasing near the Ship

Sunday July 20th. at 9 P.M. the 2 absent Boats returned without success
at 6 Am. sent of 2 Boats to look for Whales, so ends. Light winds from
the Eastward

Shaper
Boats & Ship
sent 3 Boats
to S.W.
this Sea

Sunday July 20th. Begins with fresh breezes from S.E. latter part
Moderate winds from S. at 1/2 past 9 Am. got the Ship under way
and commenced working out of the Bay about a dead beat
2 Boats yet remaining away from the Ship so ends

Monday July 21st. First part light winds from the S. Beating out of the Bay. Middle part light airs and Calms thick fog. Latter part strong Winds from E. Steering on Diff. tacks by the wind at 10 Double reefed at 1/2 past 10 while in act of Waving Ship off Shore. Discovered the Mountain tops almost overhead and also the rippling breakers on on the Shore, probably 5 or 6 Ships length, a close shave a narrow escape in less than 3 mi. after heading off ^{again in the fog} all out of sight.

6 Am.
Bar
29-70
160
Tuesday July 22nd. Begins with Strong Gales from E. and Rainy Steering on Diff. tacks under Double reefs Libb & Courses in, at 6 P.M. Close reefed at 7 nearest land 6 mi. Dis. headed to the S. at 11 took in Fore & Mizzen Topsails so ends heavy Gales and rainy under Close reefed Main & Sail & Stems.

6 P.M.
28-58
160
Wednes. July 23rd. Heavy Gales from E. to N.E. and rainy heading to the S.E. until 7 Am. when it began to moderate wore Ship to the N.W. and set Fore & Mizzen Topsails Close reefed at 10 made the land to the North. at Noon under all Sail nearest land 25 mi. Dis.

Thurs. July 24th. Light winds and Calm working the Ship to the N.E. 3 Ships in sight, at Noon the Southermost land between Horse Shoe Bay and Sheperd's Bay bore about N.W. 8 or 10 mi. Dis. by Estimation Latitude by Obs. 59-03 North.

Friday July 25th. Begins with strong winds from W. and smoky Steering to the Eastward at 1/2 past 10 P.M. hove to off W. head Isaac Howlands Bay Latter part Light winds ^{from N.} with short flares and Calms thick fog at 11 Am. same W. head bearing N. 3 mi. Dis. when the fog lighted, sounded 48 fathoms.

Saturday July 26th. at 1/2 past meridian sent 2 Boats inshore to look for Whales at 3 P.M. Thunder and strong gusts of wind from North put the Ship under short Sail at 6 Am. winds moderate made Sail and worked the Ship up into the Bay at Noon W. head bearing N.W. by S. 4 mi. Dis. Calm and pleasant but could not get sight of the 2 Boats inshore.

Bar
29-65
Sunday July 27th. at 6 P.M. the 2 Boats returned to the Ship reported seeing one Whale only Light airs and Calms the Remainder of the Day At Noon Sheperd's Bay N.W. 20 mi. Dis.

Monday July 28th. Light airs from the S.W. and Calms, at Noon the W. P. of Sheperd's Bay N. 15 Dis. Lat. by Obs. 58-04 N. 2 Ships in sight.

Tues. July 29th. Light winds from the S.W. and Calms at 3 Am. sent 3 Boats into Horse Shoe Bay to look for Whales spoke Ship 3 Brothers of the Bay and 4 Ships to anchor in the Bay 2 Bailing so ends the Boats inshore.

Wednes. July 30th. At 6 P.M. the Boats returned to the Ship Reported seeing 2 or 3 Whales only, at 7 Steered to the S.W. winds from W.S.W. Latter part Light variable winds from the Eastward and rainy Steering N.W. land in sight

Thurs. July 31st. Begins with moderate winds from S.W. Steering to the S.W. at 7 P.M. land 4 mi. Dis. to the N. near Shot City rounded 12 fathoms muddy Bottom, Middle part winds from W.S.W. on Diff. tacks under easy Sail at 1/2 past 6 Am. land 4 mi. Dis. Shot City in sight of Dark saw it dimly through the haze sent 2 Boats inshore to look for Whales, at 9 returned to the Ship reported no Whales, saw several Russians on Horse back one boy Ge. &c. Light winds from S.W. Steered to the S.E. at Noon Lat. by Obs. 59 = 14 North
Nearest Land 10 mi. Dis. Shot City N.W. by W.

Friday Aug. 1st. Light variable winds from S.W. to S.E. and a swell from the S. dark and cloudy weather working the Ship to the S.

Lat. by Obs. 58 = 20 N. Long. 142 = 46 W.

Saturday Aug. 2nd 1st. part light winds from N.E. Steering S.W. Latter part fresh breezes from W.S.W. and thick fog. Steering to the S. by the wind at Obs

Lat. by Obs. 57 = 15 N. Long. 141 = 15 E.

Sund. Aug. 3rd. First and Middle part fresh breezes from W.S.W. to S.W. and thick fog with considerable of rain Latter part fair Steering on Diff. tacks

Lat. by Obs. 56 = 44 N. Long. by Chro. 141 = 25 E.

Monday Aug. 4th. First part light winds from W.S.W. to S.W. Steering to the N.W. by the wind at 2 P.M. made the land to the N.W. Middle part steering on Diff. tacks Latter part Steering on Diff. Courses to the westward with the intention of sending in the Boats to look for whales at 11 thick and rainy Double reefed the Topsails and Steered to the S.W. by the wind last sight of land 10 or 12 mi. Dis.

Lat. by Obs. 57 = 08 N. Long. 139 = 50 East

Tues. Aug. 5th. Begins with strong winds from S.E. and rainy at 3 P.M. calm, from 3 to Midnight Light baffling winds from E. to N.E. and heavy rain, Latter part strong winds from W. to N.W. and cloudy with some rain, Steering on Diff. tacks but mostly to the S.W.

Lat. by Obs. 56 = 28 N. Long. by Chro. 139 = 16 E.

Land head in sight Long. agrees very near with the land

Wednes Aug. 6th. First part Strong winds from the Westward Steering to the S. by the wind at 6 P.M. made Great Hunter Island bearing S.W. Latter part Light winds from W. and Calms 3 Ships in sight one hailing at Noon Position of S. bore S.W. 15 mi. Dis

Lat. by Obs. 55 = 24 N. Long. by Chro.

Thurs. Aug. 7th. Light winds from W. and Calms Steering on Diff. to the S. by the wind at Noon the N.W. P. of Great Hunter Island bore S.W. 14 mi. Dis

Lat. by Obs. 55 = 29

My thoughts
Graces
Beasts
Says
etc.

Latter
part
winds
from
E. to S.E.
Bar.
29.15

Midnight
Barom.
28.7/100

Friday Aug. 8th. first part light winds from the Westward and Calms trying to work the Ship into Shanker Bay, latter part fresh breezes from the S. beating the Ship through the passage. at Noon about half way through the passage.

Saturday Aug. 9th. At 7 P.M. came to Anchor in Beakwater Harbor 17 fathoms muddy bottom 8 or 9 Ships to Anchor in the same place at 12 P.M. heavy thunder squalls from N.W. let go the 2nd Anchor latter part fair at 6 Am. sent 2 Boats to the Sea to look for Whales the rest employed in taking the 2nd Anchor &c. &c.

Sunday Aug. 10th. Light winds and fair 3 Boats off after Whales struck one and the Iron dived

Monday Aug. 11th. Light winds and foggy 4 Boats off cruising for Whales

Tuesday Aug. 12th. Light winds from the Westward and fair the Boats employed in chasing Whales

Wednes. Aug. 13th. at 4 Am. got underway for Big Shanker S. Light winds from N. and fair 5 lowered the Boats for Whales at 11 thick fog, ended the Day 4 Boats off, firing the big gun on board to find the Boats

Thurs. Aug. 14th. Begins with light winds from the N. and thick fog at 1 P.M. the Boats returned at 4 P.M. came to Anchor in Shanker Harbor, ^{14 fathoms muddy bottom} S.W. head bearing N.W. by W. 3 or 4 m. Dis. at 1/2 past 3 Am. heard plenty of Whales spouting all around the Ship thick fog however 3 Boats, at Noon the Boats not returned

Friday Aug. 15th. Light variable winds and thick fog most of the time Boats employed in chasing Whales

Saturday Aug. 16th. at 3 P.M. picked up a Dead Whale at 8 took him to the Ship and cut him in at Midnight commenced boiling, at 9 Am. sent 2 Boats on a cruise to look for Whales Light variable winds and fair

Sunday Aug. 17th. Light variable winds with small rain part of the time at 9 Am. finished boiling and commenced scraping Bone, the Boats still away from the Ship

Monday Aug. 18th. Light winds and thick fog part of the time at 9 Am. the 2 absent boats returned to the Ship without success the remainder of the Day 4 Boats empl. in chasing Whales

Tues. Aug. 19th. at 3 Am. sent off 3 Boats to look for Whales, at 5 Am. got the Ship underway and steered to the S. light winds from the N.E. at 10 Am. in sight of the Sea saw several Whales and several Ships, one boiling

large
plenty
Whales

1856

Wednes. Aug. 20th. At 3 P.M. came up to the Sea saw several Whales but could not see nothing of my the 3 Boats that was on a cruise nor hear any thing thing of them by enquiring of other Boats at 8 So came to Anchor of little Shunter 10 fathoms water nearest land E. S. E. 4 miles. Latter part strong Gale from N. E. to S. E. and raining

Thurs. Aug. 21st. at 2 P.M. heard my Boats had got a Whale, sent off the 4th. Mate with provisions &c. to look for the Boats, at 4 So 2 Boats returned to the Ship had left the other Boat with the Whale to Anchor about 12 mi. from the Ship saw nothing of the 4th. Mate at 5 Am. got the Ship underway and commenced working toward the Whale latter part light variable winds and thick fog most of the time

Friday Aug. 22nd At 2 P.M. found the Boat & Whale came to Anchor and took the Whale alongside a commenced cutting the 4th. Mate soon arrived, at 7 finished cutting and set the Watch at 8 Am sent of 2 Boats to look for Whales, those onboard employed in boiling breaking out for provisions &c.

at 1/2 past 10 a first rate Sea Whale drifted alongside the Ship down Boat hove 2 Irons into him and took the line to the Ship and with some difficulty hauled to the Ship the current running at the rate of 3 or 4 knots at 1/2 past 11 cooled down the works and commenced cutting so ends 2 Boats Absent from the Ship

Saturday Aug. 23rd. at 1/2 past 3 P.M. finished cutting and started the works again the Remainder of the day employed in boiling &c. the 2 Boats yet remaining away

Sunday Aug. 24th. set part fresh breezes N. E. and Cloudy Middle part strong Gale and raining. at 8 Am. rain cleared off. so on employed in boiling 2 Boats yet Absent from the Ship.

Monday Aug. 25th. at 7 P.M. the 2 Boats returned without success at 6 Am. got the Ship underway and commenced working her up to Shunter Bay or Harbor at Noon came to Anchor in 9 1/2 fathoms Shunter head bearing W. Rocky passage sent 3 Boats of after Whales so ends plenty Whales in sight saw Hoogly's Boat take in.

Tues. Aug. 26th. at 9 P.M. took a Whale to the Ship Latter part employed in cutting and storing down oil light variable winds and fine weather

Tues. ^{Wed.} Aug. 27th. Light variable winds and fair Employed in stowing down oil and Boiling 2 Boats off whaling, Whales rather scarce

Thurs. Aug. 28th. Light variable winds and fine weather employed in boiling and stowing down, 2 Boats off Whaling, Whales very scarce

Friday Aug. 29th. Light variable winds and fair employed in boiling and stowing down oil 2 Boats off continually on cruise

Saturday Aug. 30th. Light variable winds and fair all 4 Boats employed in Chasing Whales. --

Sunday Aug. 31st. 1st part light variable winds and fair, Middle part winds from N.E. and small rain, Latter fresh breezes from N.W. 3 Boats off in pursuit of Whales, whales quite plenty

Monday Sept. 1st. First part light winds from W. and fair Latter part light winds from N.E. and small rain 4 Boats off Whaling

Tues. Sept. 2nd. light variable winds and fair most of the time 4 Boats Employed in chasing Whales Cooper employed in repair water Cask

Wednes. 3rd. 4 Boats Chasing Whales, Cooper employed in repairing Cask moderate winds from N.E. and rainy apart of the time

Thurs. 4th. 4 Boats constantly employed in chasing a few scattering Whales the Day Cooper employed in repairing Cask Winds N.E. & small rain

Friday 5th. 1st part 4 Boats employed in chasing Whales, Latter part 2 Boats of on a cruise the rest of the crew employed sweeping bottom

Saturday 6th. At 10 P.M. the 2 Boats returned without success at 5 Am. got the Ship underway with fresh breezes from N.W. then to the W. & N.W. at Noon came to Anchor on the W. side of the Bay 10 fath. water

Sunday ~~Monday~~ 7th. Light variable winds and fair 4 Boats employed in Chasing Whales through the Day --

Monday 8th. 1st part 4 Boats Chasing Whales at 3 Am. sent off 3 Boats in pursuit of Whales at 5 Do. got the Ship underway and Steered to the S. at 1/2 past 9 Do. came to Anchor again, Latter part Employed on board in breaking out Provisions water &c. 3 Boats Whaling

Tues. 9th. light variable winds and fair all 4 Boats employed in chasing whales through the Day. --

Wednes 10th. Light variable winds and fair Employed in Chasing a few scattering whales through the Day --

Thurs. 11th. 1st part Light winds and fair Latter part foggy got 750 Bunds of Breen from E. F. Moran Boats Chasing Whales

Friday 12th. At 2 P.M. got the Ship underway Steered to the N. & N.W. at 7 Do. came to anchor under the N. Shore Light variable winds and fair

owing
on board
boats
went

Whales
lenty

Whales
scarce

inds.
in foggy

Whales most of the time

1888

latter part
2 Boats off
Chasing
Whales
suggested

2nd
Mate
laid
up with
Siles

Saturday Sept. 13th. At 5 P.M. got underway with light winds from S.W. and Steered to the N. at 7 Do. took a heavy squall from W. which blew on to a Gale, wave Ship run back and came to at $\frac{1}{2}$ past 7 in 11 fathoms water nearest land N.W. 2 or 3 mi. Dis strong winds ends the Day riding comfortable 80 fath. Chain

Sunday Sept. 14th. 1st. part Strong winds from S.W. Latter part moderate winds from S.E. at 10 Am got the Ship underway and Steered to the S.E. one Boats Crew on board only the other 3 Boats

Chasing Whales

Monday Sept. 15th. At $\frac{1}{2}$ past 1 P.M. came to Anchor under the West shore with strong Gales from W. and heavy squalls of wind and rain which blew on very sudden. At 8 Am. fresh breezes and fair got the Ship underway and stood out into the Bay to look for my Boats, met them coming in found they had been on board of a Ship during the blow at 11 Do came to Again near the same place I had left, 10 fath. water

Tues. Sept. 16th. 1st. part Moderate winds from N.W. and fair 3 Boats off in Chase of Whales, At 5 Am. got the Ship underway with light airs from the N. and Steered to the Eastward sent off 3 Boats at the same time in Chase of Whales at $\frac{1}{2}$ past 10 Do the Starboard Boat fastened so ends the other 2 Boats in Chase of the fast Boat the whale working out of the Bay Winds from the E. Ship pursuing the Boats and fast whale

Wednes Sept 17th Begins with a fine breeze from E. and Cloudy pursuing the fast Boat with the Ship and the other 2 Boats in chase of the same which soon got fast to the Whale and held tow until 4 P.M. when they all got loose by the Iron the Irons breaking and drawing the Whale had been very moderate for the last 3 hours and Mr. Hammond 1st. Officer had been alongside of him a great number of times and had frequent opportunities of killing him but did not owing to his not being one half a fisherman he keeping the other 2 Boats back consequently the great Whale was lost when the Boats returned I commenced asking Mr. Hammond a few questions in the Cabin when he flew into a great rage ran up the Companionway refusing to obey me when I told him not to go, and at the same time telling me to come on Deck if I wished to talk with him, however he returned again after my giving him several calls struck his fist on the table swore and cursed and used much abusive language to me consequently I told him I had no more duty for him and told him to take his stateroom hoping I should have less trouble with him for the future especially as I have had to do his duty in a great measure ever since he has been on board he being

Altogether deficient on board of the Ship as well as in the boats and
very negligent with all, at 5 P.M. came to anchor 11 fathoms water
from Midnight to 11 Am rainy latter part fresh breezes from S.W.

at Noon got underway and steered to the S. E.
Thurs. Sept. 18th. At 5 P.M. came to anchor off Giles Richards Bluff
so called, 16 fathoms water land S.W. Dis. Middle part strong Winds
from S.W. Latter part strong Winds from N.W. to N. 3 Boats of in pursuit
of Whales reported seeing 3 or 4 only very scarce Mr. Hammond 1st.
Officer acknowledged his faults to me and asked my pardon and desired
to go on duty again consequently I have given him another trial
under the promise of good behaviour for the future

Friday Sept 19th. 1st. & Middle part light variable winds & Calms
Latter part fresh breezes from N.E. and Cloudy whales scarce
Saturday Sept. 20th. Strong Gales from N.E. and thick weather
with some rain to regged to lower most of the time

Sunday Sept. 21st. first part strong Gales from N.N.E. Latter fresh
breezes from N.W. and fair at 1/2 past 7 Am. got the Ship underway and
and worked her toward the Western Shore, at Noon came to again

Monday Sept. 22nd. moderate winds from the North west and
fair the Boats employed in chasing Whales -

Tues. Sept. 23rd. light variable winds and fair at 8 Am. struck a
Whale at 10 took him to the Ship and commenced cutting at Noon
finished, 1 Boats Crew onboard, 3 off in pursuit of Whales

Wednes 24th. At 3 P.M. the Boats returned without success Latter part
strong Gales from E. and rainy, at 7 the Ship dragged her Anchor got
underway found the Anchor foul, continued under Tension and
Fore topmast stay sail until 9 came to again near the N. shore 11 fath.
water let go the heavy anchor and gave her 60 fathoms Chain so
ends the Day riding Bowsprit to gale in ^{the} increase

Thurs. 25th. 1st. & Middle part heavy Gales from E. and thick
weather with Showers of rain and a Sea on riding Bowsprit to and
frequently Bows under (Latter part moderated some, Employed
in breaking out for Water and scraping bow

Friday 26th. Moderate Gales from N.E. and equally with Showers
of rain Latter part employed in boiling &c. &c.

took Dick
5 off
by with
the and
larned
eyes

Saturday 27th. first and Middle part Light or Moderate Winds
from N.E. and equally with Showers of rain, at 7 Am. got underway
and stood in toward the Western shore in order to be handy to wind and
steer, at 9 came to in 9 fath. and sent 3 Boats in to get water -

1856

Sunday Sept. 28th. Light winds from N.E. and fair. Employed in mending and watering unbleached the old Main Sail and bent a good one.

Monday Sept. 29th. Begins with light winds from the E.N.E. and fair, at 8 Am. Strong winds from from N.E. and rainy at 10 Do. I went on board Ship India of N. London

Lying to Anchor near me so ended

Tuesday Sept. 30th. At 3 P.M. I returned to my own Ship again the wind still on the increase and rainy, at 5 Do. got the Ship underway under Double. reefed Topsails and stood out farther into the Bay in order to have more room to work the Ship providing the Gale should be so heavy as to drag the Anchor, or part the Chains, made a tack or to the windward at 8 Do. came to again with the heavy Anchor and Chain, gave her 60 fathoms Chain, backed the windlafs well with tackle, and stoppered the Chain ed to ringbolts and Main Topsail sheet bitts &c.

at 1/2 past 11 the sea tremendous, while about to let go the 2nd Anchor saw a Ship's light nearly right ahead Apparently to Anchor dragging towards me, for fear of her I delayed letting go the 2nd Anchor, about the same time she fetched a heavy pitch or took the ringbolt from the Deck partee all the stoppers took the remaining part of the Chain from the locker in the lower hole to the end, smashed the Iron hawse pipe in the Decks to atoms, hove the deck pot from its place to the other side of the tryworks and injured the windles much, wind and sea still increasing fast, at 1/2 past 1 Am. parted the Chain or broke the Anchor, the Ship came broad side to the wind, called all hands manœuvred the Windlafs in order to heave in the Chain but found it so badly damaged could not start it, being so much damaged in the potent gear, Ship drifting onshore fast, as the 1st thing that could be done towards saving the Ship was to get clear of the Chain as soon as possible, I ordered the end of the Chain to be unhooked in the hole, the next report was that the Shackle could not be cleaved soon, I went to work with cold chisel and hammer and was fortunate enough to cut and break the Chain in a much shorter time than I expected, ran up the jib, fore topmast stay sail and fore Treenail and wore off shore just time enough to save her, put on 3 Close reefed topsails and all the stormy Sails as soon as possible, at Daylight found that I could not go long on either tack without going onshore as the wind, sea, and tide had carried me well up in to the head of the Bay, and the Gale still on the increase, at 6 cut the fore Sail reefed

Bar.
28-89

at the same time found the tide had changed in my favor, at 9 the
wind slackened a little let one reef out of the Topsail, and set the Main-Sail
and by hard carrying and a weather current and the protection of a kind
Providence I fetched Little Shanters Island and came to Anchor, in what
is called Longs Harbor in 15 fathoms water, where I found 5 other Ships
lying to Anchor at 1/2 past 10 Am, which was much better than I expected,
so ends the Day in quite a good lee from the winds and Sea, yet some
strong flares of Wind passing by

Wednes Oct. 1st. Commences with strong winds from N. to N.W. and cloudy
at 7 P.M. blowing a heavy Gale from W. the Ship began to drag some, as
the Chain could not be unshooked below in haste and the Ship nearing the
land all she dragged which was not more than 1 mi. Dis. I cut the Chain
on deck and bet myself in readiness to Ship, make Sail, and save the Ship
if possible, called all hands at 10 in order to Ship and run to Sea if possible
the land now about 1/2 mi. Dis. Astern, got the stormy Sails all prepared
&c. about the same time the wind moderated and the Ship stopped dragging
at 5 Am. light winds and pleasant, latter part Capt. Borden of Bark
Canton Packet, Capt. Andrews of Ship Luier, and Capt. Kilmer of Ship
Euprates, and likewise one of the Officers of Ship General Williams
with all their Boats Crews on board of me in order to help me get under-
way when the wind and tide suited as it would be very difficult to get
my Anchor and make Sail at the same time without a great number
of Men as my wind-lafs was very much out of fix, and my Ship
so near the rocks that every thing must be done with despatch in
getting underway or the Ship would be lost the Lord rewarded them
for their kindness, so ends the Day waiting for the tide

Thurs. Oct. 2nd. Begins with light winds from the W. and pleasant at 3 P.M.
tide suited and the wind quite favorable got the Ship underway
at 1/2 past 3 my good assistants all left me and went to their own
Ships, at 5 winds from S.E. nearly ahead, at 7 passed the narrows of
the South passage as it was quite dark the passage very narrow and
the wind right ahead made it very difficult and quite dangerous
scarcely room enough to tack from one side to the other however the
tide took me through or helped me much at least, at 9 Do. the wind
from E.N.E. and rainy Steering to the N.E. by the wind, at Midnight strong
winds and very thick and rainy lost sight of all the land, at 1/2 past
1 Am. being very much fatigued and worn out for want of sleep and
rest, I went below and got a short nap, at 5 Do. Calm but a heavy swell
from N.E. light up some saw the Islands in three or 4 diff. directions
through the haze not far off, at 6 Strong winds from N.E. and
very thick, took in fore & Mizzen Topgallanstrails and Fly Lible

1856

At 8 P.M. the gale increased very suddenly and set in a thick snow storm, called all hands and with great difficulty got the Ship under Close reefed Topsails more than 2 hours about it and the Ship drifting towards the land, the Sea tremendous, and the chance looked very small for saving either Ship or lives, if the Gale should continue long, Fore Topmast staysail sheets parted and the Sail blew away, bent a new one as soon as possible undertook to reef the Fore Sail Men reported the fore gave to be badly sprung furler the Sail and took in the Fore Topsail reefed the Main Sail and set it from 10 to 12 the wind hauled from N.E. to N.W. and still continued to blow & Snow chance looked better to save the Ship set the Fore Topsail Close reefed by unreeving the Sheets from the Quarter Blocks and taking them to the Deck from the ends of the Fore

Yard so ends Ship going Bow under heading N.E., Friday Oct. 3rd. At 3 P.M. the Snow Cleared off and the clouds lighted up from the Westward found myself quite clear from danger of the land as I had weathered all the land that was near under my lee, let one reef out of the Main Topsail and set the Fore Sail reefed, Steered N.E. by N. Strong Gales from W.N.W. latter part more Moderate Main Topgall-antail set most of the time Steering from E.N.E. to E.

No obs.

Saturday Oct. 4th. first part Strong Gales from W.N.W. to W. and a heavy sea on, latter part quite moderate all hands employed in stowing down Oil breaking out for provision and Men. Sails took in the Bow Boat making fishings for the fore yard &c. at Noon saw a Ship lying under a double reefed Main Topsail Fore Topmast and fibboom gone, another Ship in sight Steering to the Eastward

Lat. by Obs. $58^{\circ}40'$ N. Long. by Chron. $146^{\circ}44'$ East.

Sunday Oct. 5th. 1st. part Strong winds from W.N.W. fished the Fore yard and made all Sail on the Ship, latter part Light Winds from W.S.W. Snow Cloudy No Obs. Lat. by Obs. $54^{\circ}12'$

Long. " " $149^{\circ}22'$

Monday Oct. 6th. First part Light winds from S.W. to S.E. Steering to the Eastward latter part Strong Gales from S.S.E. at 9 A.M. saw Ship to S.W. under Close reefed Topsails fished and Coarves in

No obs.

Tues. Oct. 7th. Begins with Strong Gales from S.S.E. heading S.W. under Close reefed Top-sails, at 10 P.M. winds shifted to W.N.W. Steered S.E. under easy Sail heavy head Sea running, Lat. by Obs. $54^{\circ}00'$ N. Long. by Chron. $152^{\circ}16'$ E.

Wednes. Oct. 8th. Begins with Strong Gales from W. A. W. Steering S. E. under Double reefs, at 6 P.M. Main Topgallantsail set, at Midnight moderate, at 2 Am. winds from S. E. E. at 4 tacked to the S. W. at 10 Double reefed

Lat. by Obs. 52 = 16 N. Long. by Chro. 152 = 16 E.

Thurs. Oct. 9th. Commences with strong Gales from S. E. at 1 P.M. close reefed at 3 took in Fore & Miz. Topsails, at 7 took in Fore Spencer and Goose winged the Main Topsail, Gale very heavy and thick weather with some rain, after Midnight began to moderate some at 8 Am. hauled home the weather clear of the Main Topsail at 10 wind shifted to S. S. W. set the Fore & Mizzen Topsails and none ship so ends strong winds & thick weather and a heavy Sea on No. Obs.

Friday Oct. 10th. Strong Gales from S. S. W. to S. E. and equally heading on Diff. tacks under Close reefed Topsails and storming Sails Fore & Mizzen Topsails in part of the time Lat. by Obs. 52 = 20 North Long. by Chro. 152 = 10 East.

Saturday 11th. Strong Gales from S. W. to S. and equally under Close reefed Topsails and reefed Fore Sail most of the time, a heavy swell from S. S. W. heading to the south eastward Lat. by Obs. 51 = 15 North Long. by Chro. 153 = 44 East

Sund. 12th. First part Moderate Winds from S. W. and Calm, at 10 P.M. took a breeze from the S. W. Steered S. E. E. at 5 Am. made the South off the 50 passage so called, Strong Gales from S. W. to W. and equally with hail and Rain Steering to the S. E. under all Sail through the passage at Noon the South Island in the passage bore S. 8 mi.

Dis. by Estimation Lat. by Obs. 49 = 53 North.

Mon. 13th. 1st. part Strong Winds from W. and equally Steering from S. E. to S. E. by E. latter part moderate winds from S. W. and fair bent a new Main Topsail unbent the Main Topgallantsail repaired it and bent it again Lat. by Obs. 48 = 02 North Long. by Chro. 158 = 30 East.

Tues. 14th. Begins with fresh breezes from S. to S. E. Steering to the S. E. E. at 6 Am. heavy Gales from S. E. and vying here to under a Close reefed Main Topsail at 7 hauled up the weather clear of the M. Topsail and took in the Fore Spencer, very heavy Gales ends the Day No obs. Lat. by Acc. 48 = 00 N. Long 161 = 00 E.

Wednes. 15th. Begins with heavy Gales from S. E. at 2 P.M. the wind veered to the S. S. W. at 4 moderate some, hauled home the weather clear of the Main Topsail and set the Fore Spencer, latter part under all Sail with moderate winds from S. to S. E. and a heavy sea running from S. S. E. No obs. Lat. by acc. 48 = 25 N. Long 163 = 00 E.

Thurs. Oct. 16th. First part fresh breezes from S.W. Steering S. E. by E. Middle and latter part light airs from S.W. to N.W. and Calms employed in repairing Fly Jib & Spunken
Lat. by Obs. $47=03$ N. Long. by Chro. $165=25$ E.

Frid. 17th. 1st. part light airs from the westward and calms, Middle and latter part Winds from S. E. to S.S. E. Steering to the E.N. E. by the wind a Ship in sight to the S.
Lat. by Obs. $47=29$ N. Long. by Chro. $167=50$ E.

Saturd. 18th. Fresh breezes from S.W. to W. by S. and fair Steering E. S. E. by Compass under all Sail Lat. by Obs. $45=46$ North
Long. by Chro. $171=42$ East.

Sund. 19th. First part fresh breezes from W. and equally, latter part moderate winds from W.N.W. and fair Steering E. S. E.
Lat. by Obs. $44=18$ N. Long. by Chro. $175=20$ E.

Mond. 20th. Light winds from the Westward and Calms steering to the E. S. E. at 4 P.M. spoke Ship Cambria latter part Cloudy employed in Sail mending A's. Obs.
Lat. by Obs. $43=27$ N. Long. $177=10$ East.

Tues. 21st. Begins with light winds from S.W. and Cloudy and soon veered to the S. E. Steering to the Eastward, at midnight winds from E. tacked to the S. latter part strong winds and rainy under Double reefs No obs.
Lat. by Obs. $42=40$ N. Long. $178=15$ West.

Wednes. 22nd. Begins with strong Gales from E. at 2 P.M. hove to under a Close reefed Main Top sail heading to the S. S. E. at 9 Do. Gale very heavy hauled up the weather Clew of the Main Top sail, at 5 Am. more moderate set the Top sails Close reefed, at 7 winds from E. S. E. wore Ship and set Double reefed Top sails Jib & Fore Sail thick & rainy weather ends
Lat. by Obs. $42=30$ N. Long. $178=00$ E. ^{the Log}

Thurs. 23rd. First and Middle part light winds from S. E. and Calms with a heavy swell on thick & heavy mist of the time latter part light winds from N.W. and foggy No obs.
Employed in washing Ship inside Lat. by Obs. $42=35$ N.
Long. " " $178=57$ E.

Friday 24th. light winds from N.W. and thick foggy weather most of the time Steering E. S. E. Lat. by Obs. $41=32$ N. Long. by Chro. $179=46$ E.

Friday Oct 24th. West Long. time. 1st part light winds from N.W. latter part wind from S.W. and rainy Steering E. S. E. Lat. by Obs. $40=23$ N. Long. by Chro. $177=50$ West.

Saturday Oct. 25th. Light winds from S.W. to S.E. and calms
Steering E.S.E. by Compass Employed in Sail mending

Lat. by Obs. $39^{\circ}05'$ N. Long. by Chro. $175^{\circ}40'$ W.

Sund. Oct. 26th. heavy Gales from W. and equally at 10 P.M. took
in the Waist Boat Steering on Diff. Courses to the Eastward from
S.E. by E. to E. most of time under Close reefed Topsails and Fore and

Lat. by Obs. $37^{\circ}09'$ N. - Long. by Chro. $171^{\circ}55'$ W.

Mon. Oct. 27th. First part heavy Gales from W. to W.N.W. and equally
Steering E.S.E. latter part more moderate Main Top gallant sail set

Lat. by Obs. $35^{\circ}06'$ N. Long. by Chro. $168^{\circ}40'$ W.

Tues. Oct. 28th. Moderate winds from the westward and fair
Steering E. by S. under all Sail employed in Sail mending

Lat. by Obs. $34^{\circ}03'$ N. Long. by Chro. $166^{\circ}12'$ W.

Wednes. Oct. 29th. 1st. part fresh breezes S. Steering E. by S. latter
part light winds from S.W. and fine weather employed in
Sail mending Lat. by Obs. $32^{\circ}50'$ N. Long. by Chro. $163^{\circ}17'$ W.

Thurs. Oct. 30th. Light winds from S.S.E. to S.E. and fair Steering
to the Eastward by the wind employed in Sail mending

Lat. by Obs. $32^{\circ}42'$ N. Long. by Chro. $161^{\circ}05'$ W.

Friday 31st. Moderate winds from E. to S.E. and fair
Steering on Diff. tacks by the wind latter part employed
in washing Bone Lat. by Obs. $32^{\circ}26'$ N. Long. $160^{\circ}10'$ W.

Saturday Nov. 1st. winds from E.S.E. to S.E. and equally
Steering on Diff. tacks by the wind employed in washing bone

Lat. by Obs. $32^{\circ}00'$ N. Long. $160.00'$ by Chro.

Sund. Nov. 2nd. Light variable winds and Calms Steering on Diff.
Courses to the Eastward, at 5 P.M. I caught Edward Carver Seaman
in the very act of heaving Whalebone overboard, while employed
in washing the same Lat. by Obs. $31^{\circ}30'$ N. Long. $158^{\circ}45'$ W.

Mon. Nov. 3rd. Light variable winds from W. to S.E. Steering on
diff. Courses latter part equally with small rain Lat. by Obs. $30^{\circ}53'$ N.

Long. $158^{\circ}12'$ W.

Tues. Nov. 4th. Moderate winds from S. to S.S.W. and equally
with Showers of Rain employed in washing Bone

Lat. by Obs. $29^{\circ}46'$ N. Long. by Chro. $157^{\circ}22'$ W.

Wednes. Nov. 5th. moderate winds from S.S.E. to S.S.W. attended with
heavy squalls of rain and rain Steering to the Southeastward by the wind
employed in washing Bone No obs. Lat. by Obs. $29^{\circ}00'$ N. Long. $156^{\circ}30'$ W.

1856

Thurs. Nov. 6th. First part moderate winds from the South attended with heavy squalls of wind and rain latter part winds from the Northward and equally with much rain

No obs. Lat. by Arc. $28^{\circ}00'$ N. Long. $155^{\circ}40'$ W.

Friday 7th. Variable winds from S.E. to S.W. and equally with abundance of rain Lat. by Obs. $27^{\circ}19'$ N. Long. by Chro. $154^{\circ}53'$ W.

Saturday 8th. Fresh breezes from E. and equally with light showers of rain, Steering S. by Compass one Ship in sight

Lat. by Obs. $24^{\circ}53'$ N. Long. by Chro. $155^{\circ}38'$ W.

Sund. 9th. Fresh trades from E. Steering S. by E.

Lat. by Obs. $22^{\circ}25'$ N. Long. by Chro. $158^{\circ}54'$ W.

Mon. 10th. At 5 P.M. made Movie, at 10 Am. off the Anchorage lowering my Boat and went on shore Ship lying off anchor so ends the Day

Tuesday 11th. at $\frac{1}{2}$ past 6 P.M. I returned to the Ship and put away for Honolulu at 6 Am. lying off and on Honolulu waiting for a Plot strong trades

Wednes 12th. At $\frac{1}{2}$ past 4 P.M. came to Anchor in Honolulu Harbor towed in by the steamer

Wednes. 12 Civil account Strong trades and fair Employed in getting water scrubbing benches &c. also unbending Sails & Sail mending

Thurs. 13th. strong trades and equally with some rain variously employed

Friday 14th. strong trades and equally with light showers of rain Employed in breaking out the after hole bonding empty barrels & one watch on liberty

Saturday 15th. fresh trades and fair, variously employed got off Chain Anchor & one watch on liberty

Sund. 16th. fine weather all hands and Liberty

Mon. 17th. fine weather employed in bundling Bone

Tues. 18th. fine weather employed in bundling Bone

Wednes. 19th. Employed in Sail mending & Discharged Mr. Quinn 4th. Mate

Thurs. 20th. variously employed one watch on liberty Discharged Mr. Linn 2nd Mate

Friday Nov. 21st. Discharged 3rd Offic. & Boatsteerer and put them off also shipped my horse by Ship Speedwell one with an liberty

Saturday Nov. 22nd Light variable winds and Showery employed in breaking out the hole and preparing to take water &c.

Sunday Nov. 23rd.

Monday 24th. Light winds from the S.E. with heavy squalls of wind and rain Ship Sautican lost on the ice in the act of getting to sea
Employed in getting water &c.

Tues 25th. Variable winds from the Southward with heavy squalls of wind and rain employ most of the day in removing Ship

Wednes 26th. light variable winds and fair employed in setting up Shocks Discharged Ralph H. Smith Steward

Thurs. 27th. Light trades and fair employed in setting up Shocks &c.

Friday 28th. light trades and fair employed in setting up Shocks

Saturday 29th. light winds and fair employed in setting up Shocks &c.

Sunday 30th.

Monday Dec. 1st. Light trades and fair Employed in setting up Shocks

Tuesday Dec. 2nd. Light variable winds and rainy most of the time employed in getting off water &c.

Wednes Dec. 3rd. Light variable winds and rainy stowing down water

Thurs. 4th. Employed in ~~stowing down~~ ^{getting off} water blacking or painting Ships chains Sail mending &c. Mr. Hammond went ashore sick and took up his quarters to the Sailors home Charles Dayton, Shipped a Mate and Edward Mosher deserter

Friday 5th. Employed in stowing down water Painting Sail mending &c. Mr Hammond sick and of duty gone to Sailors home

Saturday 6th. Strong trades and fair variously employed Shipped a 2nd Mate and Boatsteerer

Sunday 7th. Strong trades and fair

Monday 8th. Strong trades and fair Bought 11 bbls beef and took it on board Mr. Rose 2nd Off. and Manuel Boatsteerer entered on board and Comm. Duty

mistake
out. Mr
Hammond
my today

1856

Tues. Dec. 9th. Strong winds from E. and equally with showers of rain Frank Forrester deserted

Discharged Mr. Hammond 1st. Officer from the Ship

Wednes Dec 10th Mr Davidson 1st. Officer came on board and commenced duty employed in getting water &c. Shipped 2 Kanakas winds from the Southward and raining

Thurs. Dec. 11th. fresh trades and fair Employed in Painting Ship, bending Sails taking bread on board &c.

Edmond Eaton Seaman deserted

Friday Dec. 12th. Moderate and fair employed in painting Ship James Birdette, Charles Lewis, and

Edward Corrigan deserted

Saturday Dec 13th. Employed in Painting Ship &c. Shipped 2 Kanakas

John Dager, Levi Meader, & Wm. Kelley Seaman, deserted

Sunday Dec. 14th. Moderate trades and fair at 5 Am. when the Boat went on shore to Market Frank Coudson Seaman, deserted the Boat, at 6 P.M. while walking the street and turning the corner fell in with Coudson who was taking him on board the Ship and put him down in the run of the Ship for safe keeping, found he had got his chest out of the Ship and nearly all his clothes

Monday Dec. 15th. Moderate trades and raining Carpenter from on shore employed in repairing Windlass. Shipped

Mr Thompson 4th. Mate

Tues. 16th. fresh trades and fair Shipped 2 Gangyards & 2 Kanakas

Wednes. 17th. Shipped 3rd Mate by the Name of Eldridge, Cook by the Name of Simonds and 2 White Seaman, took 25 lbs

of Irish potatoes on board

Thurs. 18th. Employed in getting up Rigger taking Stores & recruits on board &c. Shipped Bootsteven & Carpenter and 4 Kanakas

Friday 19th. Employed in getting up Rigger &c.

Saturday 20th. variously Employed Smoking Ship &c.

Sunday 21st. Strong trades and equally with showers of rain Henry Oakes, and Manuel Cook deserted

Monday Dec. 22nd. Cleared Ship from Custom House
and Councils unmoved Ship and made an attempt to go to
Sea but the strong trades and heavy squalls prevented it
took Wm. Kelley and John Dyer onboard from the ^{Fort}

Tues. Dec. 23rd. Strong trades and heavy squalls still
prevent getting to Sea

Wednes. Dec. 24th. Fresh trades on the 1st. part latter
part moderate could not get a Pilot to take the Ship to Sea

Thurs. Dec. 25th. 1st. part calm. at 6 Am. took the Anchors
and hauled Ship to the proper place for getting underway
at 10 Am. the Pilot came onboard in order to get the
Ship to Sea, in order consequence of the wind to far ahead
could not go, at 4 P.M. made another attempt but failed
after getting apart of the way out came to again

Friday Dec. 26th. Strong Gales from S. and Raining

Saturday 27th. Strong Gales from S. and Raining while heaving
in some Chain discovered the windlass which had been already
repaired much out of fix again, went directly to the Carpenter
to get it repaired again he put me off until Monday next.

Sunday 28th. Strong Gales from S. and Raining

Monday 29th. Winds from the S. with Showers of Rain Carpenter
from onshore repairing Windlass.

Tues 30th. Light winds from S. Carpenter still employed on
windlass and finished it

Wednes. 31st. Light winds from the Eastward and variables Pilot
came onboard and made an attempt to get underway but the
wind failed and was obliged to give it ^{up}

¹⁸⁵⁷
Thurs. Jan 1st. Sea as. at 8 Am. get underway and went to Sea
with Moderate winds from E. to E.N.E. latter part employed
in Stowing Anchors and clearing decks at Noon took the
3 runaways out of Irons and gave John Dyer 15 lashes with
a small Cat with 2 tails, and Frank Cuddace 8 lashes with
the same

Frid. 2nd. Begins with fresh breezes from E. at 2 P.M. being informed
by one of the crew there was a Man onboard that did not belong to
the ship, found him to be a runaway from an English Man of War.

Notes

1857

tacked ship immediately and put back for Honolulu at Sunset Simon Head bore N. by E. 3 mi. Dis. gave up the idea of getting on shore that night, at 7 P.M. spoke the Bark Harvest lying off & on, put the Man on board of her, and then steered to the S. by W. again, latter part light variable winds from the Eastward & baffling

Lat. by Obs. 19-48 N. Long. by Chron. 157-51 W.
Saturday Jan. 2nd. 1857 light variable winds and Calms with a heavy swell from S. E. Steering on Diff. Courses to the S. Eastward Lat. by Obs. 19-22 N. Long. by Chron. 157-00 W.

Sund. Jan 3rd. First and Middle part light variable winds and Calms latter part strong winds from S. and S. equally at 8 Am. Double reefed the Topsails No obs. Lat. by Acc. 18-40 N. Long. 156-40 W.

Ship
looking
50 strokes
pr. hour

Monday Jan. 4th. Fresh breezes from the Eastward. Steering on different Courses to the S. by the wind equally most of the time Carpenter employed in Rep. Boat Lat. by Obs. 15-58 N. Long. by Chron. 156-45 W.

Tues. Jan 5th Fresh trades E. to E. N. E. and fair Steering to the Southward by the wind under all sail

Lat. by Obs. 13-35 N. Long. by Chron. 156-20 W.
Wednes. 7th. Strong trades and fair Steering to the Southward by the wind Ship looking 75 strokes pr. hour Increased to 25 strokes pr. hour for the last 2 days

Lat. by Obs. 11-12 N. Long. by Chron. 155-33 W.
Thurs. 8th. strong trades and equally Steering to the S. by the wind under single keels with top gallentails set most of the time from 3 to 1/2 past 4 P.M. lying with the head yards aback trying to stop the leak that we found in the ship's bow, which had increased to 200 strokes pr. hour the sea being so rough could not effect much

Lat. by Obs. 9-10 N. Long. 154-30 W.
Friday 9th. Strong trades and equally under single keels Steering to the Southward by the wind Ship looking 300 strokes at noon Double reefed the Topsails No obs.

Lat. by Acc. 6-40 N. Long. 153-28 W.
Saturday 10th. First Moderate winds with Thunder and heavy rain, latter part fair with a heavy swell from S. Steering to the Southward by the wind Lat. by Obs. 5-27 N. Long. by Chron. 152-45 W.

Sunday Jan. 11th. Strong Winds from E. to E.S.E. and
equally, Steering to the Southward by the wind under Long
Lat. by Obs. 3=26 N. Long. by Chro. 153=08 W.

Monday 12th. Fresh breezes from the Eastward Steering to the
Southward by the wind variously employed

Lat. by Obs. 0=46 N. Long. by Chro. 154=11 W.

Tues. 13th. Fresh trades and fair Steering to the Southward
Lat. by Obs. 1=46 S. Long. by Chro. 154=15 West.

Wednes 14th. Fresh trades and fair Steering to the Southward
under all sail through the Day, under easy sail through the Night

Lat. by Obs. 4=40 S. Long. by Chro. 154=10 W.

Thurs. 15th. Fresh trades and fair Steering S. by E. Employed
in sail mending Lat. by Obs. 7=45 S. Long. by Chro. 154=02 W.

Friday 16th. Fine trades and fair Steering S. Employed
in sail mending Lat. by Obs. 10=30 S. Long. by Chro 154=40

Saturday 17th. Light variable winds from E.S.E. to N. and
fair latter part employed in stopping the leak in Sheps Bow

Lat. by Obs. 11=50 S. Long. by Chro. 154=50 W.

Sunday 18th. light winds from the Northward and fair
Steering S. by W. Lat. by Obs. 13=07 S. Long. by Chro. 155=08 West.

Monday 19th. light winds from the Northward and Calms variously

Employed on the Rigger Lat. by Obs. 14=13 S. Long. by Chro. 155=46 W.

Tues. 20th. light winds from N.E. to E. and fair Employed
on the Rigger & sail mending Lat. by Obs. 15=32 S.

Long. by Chro. 156=18 W.

Wednes. 21st. Light variable winds from the Northward and employed
in sail mending Lat. by Obs. 16=51 S. Long. by Chro. 157=22 W.

Thurs. 22nd. light winds from N.W. E. and Calms Steering S.S.W.

Employed in sail mending &c. Lat. by Obs. 17=47 S. Long. 157=54.

Friday 23rd. Light winds from the Northward and Calms

Steering S.S.W. Employed in sail mending Lat. 18=59. Long. 158=32 W.

Saturday 24th. at 2 P.M. made Hervey's I. bearing S.W. at 9 Am.
Whitstocke bore E. 10 mi. Dist. from the Reef I went on shore in
order to trade but could not do anything it being their Sabbath.

Sunday 25 Moderate trades and fair employed in trading getting of
wood &c.

Mon. 26th. at 6 P.M. finished up all my trading, returned
to the Ship and Steered S.W. under all sail, latter part Employed
in cutting & stowing wood &c. Lat. by Obs. 19=47 S. Long. by Chro 161=00 W.

1857

Under
the new
Boat Sloop

Tues. Jan. 27th. 1857 Moderate winds from N.E. & fine weather Steering S.W. Employed in sail mending
Lat. by Obs. 20=54 S. Long. by Chrs. 162=20

Wednes. Jan 28th. Light winds from N.E. and fair Steering S.W. employed on the riggin Lat. by Obs. 22=12 S. Long. by Chrs. 164=08 W.

Thurs. Jan. 29th. Light winds from the N.E. and fair Steering S.W. Lat. by Obs. 23=02 S. Long by Chrs. 165=03 W.

Friday Jan. 30th. light variable winds and Calms Steering to the S.W. at 10 lowered for Blackfish without success
Lat. by Obs. 23=38 S. Long. by Chrs. 166=00 W.

Saturday Jan. 31st. Light variable winds and Calms with squalls of rain Lat. by Obs. 24=00 S. Long. by Chrs 166=38 W.

Sunday Feb. 1st. Moderate winds from N.E. Steering S.W. Lat. by Obs. 25=08 S. Long. by Chrs. 168=05 W.

Mon. Feb. 2nd. 1st part light winds from N.E. latter part fresh breezes from N. and squally Steering to the Westward
Lat. by Obs. 26=19 S. Long. by Chrs. 170=50 West

Tues. Feb. 3rd. First and Middle part Strong winds from the N. latter part winds from N.W. and squally with rain
No obs. Lat by acc. 28=00 S. Long. 173=30 W.

Wednes. Feb. 4th. light winds from the N.W. and Calms with showers of rain Lat. Obs. 28=18 S. Long. 174=30 W.

Thurs. Feb. 5th. light winds from the Northward Steering to the S.W. by W. variously employed on the riggin
Lat. by Obs. 28=51 S. Long. by Chrs. 175=35 W.

Friday 6th. Light variable winds and Calms with showers of rain
No obs. Lat. by acc. 29=12 S. Long. 176=05 W.

Saturday 7th. Light winds from the Southward and fair at Noon Sunday Island bore S. 5 mi. Dis. Lat. by Obs. 29=10 S. Long. by Chrs. 177=48 W. the Lat. and Long. of the both voy by the Epitome & Chart

Sunday 8th. Light winds and Calms at Noon Sunday Island S.E. 10 mi. Dis by Estimation

Monday 9th. Light airs and Calms Spoke Ship Nimrod, and Bark Manna
bates at Noon Sunday Island S. 8 mi. Distance
E. 20 miles

Tues. Feb. 10th. Light airs from the S. and Calms at Noon
Sunday Island 8 20 mi. Distance employed in getting & tarring Rega.
here I have made a mistake. set. part light airs and Calms latter
part moderate winds from the S.E. Steering to the S.W. by the wind

Lat by obs. 29=30 S. Long. by Chro. 178=52 W. -

Wednes 11th. Moderate winds from the Eastward Steering to the
Southward by the wind Lat. by obs. 30=57 S. Long. by Chro. 179=10 W.

at 6 PM
evening in
sight

Thurs. 12th. Moderate winds from E.S.E. to N. Steering on
Diff. courses to the South Eastward Lat. by obs. 31=51 S.

Long. by Chro. 178=33 W.

Friday 13th. Light variable winds and Calms Spoke Bark C.
Corning of New Bedford 17 mo. out 300 Sp. Lat. by obs. 32=04 S.

Long. by Chro 177=36 E.

Saturday 14th first part light airs from the N. latter part
Calm No obs. Lat. by Acc. 32=20 S. Long. 177=25 W.

Sunday 15th. Light airs from the N. and Calms at 10 Am. took a
Strong breeze from ~~S.W.~~ Lat. by obs. 32=52 S. Long. by Chro. 177=20 W.

Monday 16th. Begins with Strong Gales from S.E. Steering
to the S.W. by W. and at Sunset shortened Sail latter part
under Double reefs Lat. by obs. 32=23 S. Long. 178=35 W.

Tues. 17th. Strong Gales from S. to S.E. at 3 P.M. Close
reefed the Top sails took in Miz. Top sail & Courses
latter part more moderate under Double reefs

Lat. by obs. 32=44 S. Long. by Chro. 179=50 E.

Wednes 18th. Light winds from the Southward and Calms
Steering on Diff. tracks Lat. by obs. 32=57 S. Long. by Chro. 179=04 E.

Thurs. 19th. First part Calm. Middle and latter part
moderate winds from N.W. Steering S.W. Lat. by obs. 33=37 S.

Long. by Chro. 178=28 E. Long. by Lun. 178=15 E.

Friday 20th. First part fresh breezes from N.W. and
fair latter part thick and rainy Steering on Diff. Courses to
the Southward under easy Sail through the night No obs.

Lat. by Acc 35=20 S. - Long. 177=42 E.

Saturday 21st. first and Middle part light winds from the Northward and rainy
latter part light winds from S.W. to S. and fair Steering on Diff. Courses to
the South Eastward Lat. by obs. 36=15 S. Long. by Chro 178=32 E.

Sunday Feb. 22nd. Moderate winds from S.W. to W. and fair
 at Noon Cape East New Zealand bore S.W. by S. by Estimation 22 mi. Dis
 Lat. by Obs. 37-26 S. Long. by Chro. 179-00 East.

Monday Feb. 23rd. light winds from the N.W. and fair
 Lat. by Obs. 38-31 S. Long. by Chro. 179-20 E.

Tues. Feb. 24th. first part Moderate Winds from North. Latter
 part fresh breezes from the S.E. Lat. by Obs. 39-56 S.
 Long. by Chro. 179-50 E.

Wednes. 25th. fresh breezes from S.E. and fair Steering
 to the S.W. by the wind mostly under easy Sail
 Lat. by Obs. 41-00 S. Long. by Chro. 178-40 E.

Thurs. 26th. light airs from the Southward and Calms
 Lat. by Obs. 40-59 S. Long. by Chro. 179-35 E.

Friday 27th. first part Calm latter part moderate winds from the N.W.
 Steering S.E. by E. Lat. by Obs. 41-24 S. Long. by Chro. 179-53 E.

Saturday 28th. Fresh Gales from N.W. Steering S.E. by E. by Compass
 Latter part smoky Steering Lat. by Obs. 43-28 S. Long. by Chro. 178-30 W.

Sund. March 1st. Begins with fresh breezes from N.W. Steering
 E.S. E. at Sunset ^(8 m. by) shot the Sail and headed to the S.W. Middle part
 moderate at 5 Am. made all Sail and steered E by N. at 7 strong
 winds from N. by W. and thick weather Double reefed, at 10 D.
 wore Ship to the W. took in Jib & Fore Sail at Noon under Close
 reefs thick and rainy ends the Day Lat. by Obs. 44-00 S.

Judge myself to be very near the W. Side of Chatham I.

Bar. 29.70 at 6 PM
 Mond. 2nd. 1st part Strong Gales from N.W. and rainy at 5 P.M. took in
 the Bow & Mast Boats, at 7 took in the Fore Topsail heading to the W. S.W. at
 at Midnight strong Gales from S.W. and Clear, at 9 Am. winds from W. S.W.
 wore Ship at the Fore Topsail Close reefed and Fore Sail, at Noon
 made Chatham Island bearing N.E. by N. through haze strong Gales and

Lat. by Obs. 44-28 S. Long. by Chro. 176-53 W.
 the W. R. of Chatham born about N. agrees very well with Chro.

Tues. 3rd. Strong Gales from W. to N. most of the time and smoky
 at 6 Am. got out the Mast & Bow. Boats, and set Double reefed Topsails
 at 11 Close reefed the Topsails again at Noon the Pyramid bore N. by E.
 12 mi. Dis Lat. by Obs. 44-43 S.

Bar. 29.70 at 10 AM
 Wednes. 4th. Strong Gales from N.W. to S.W. and Squally 1st & Middle
 part under Close reefed Topsails, at 7 Am. under Double reefs Jib
 and Courses split the Jib and bent a new one at 9 under Close reef Jib
 and Courses in the Pyramid in sight off Deck bearing N. at 11 took in the Mast Boat
 strong or heavy Gales ends the Day Lat. by Obs. 44-56 S. Long. by Chro. 176-28 W.

Bar. 29.20
 Thurs. 5th. Strong Gales from N.W. to S.W. and Squally 1st & Middle
 part under Close reefed Topsails, at 7 Am. under Double reefs Jib
 and Courses in the Pyramid in sight off Deck bearing N. at 11 took in the Mast Boat
 strong or heavy Gales ends the Day Lat. by Obs. 44-56 S. Long. by Chro. 176-28 W.

Thurs. March 5th. 1st. and Middle part Strong Gales from W. S. W. and equally heading to the Southward under a Close reefed Main Topsail and Spencers, at 5 Am. more moderate Steved to the Northward under Single reefed Topsails and Main Topgallantail, leaving many Rocks and Reefs on our larboard hand a heavy sea running and heavy breakers on the Reefs, South Easterly from Chatham Island at Noon Chatham I. Island S. W. one Rock on the Starboard hand. Lat. by obs. $44=16$ S. Long. by Chron. $175=53$ W.

At Noon saw a Ship to the N. E. Steering to the E. S. E.

Friday 6th. Light winds from the Westward and fair Sea Cruising on the E. Side of Chatham Island mostly within 10 mi. of the Land at the nearest Land W. S. W. 8 mi. Dis. Lat. by obs. $43=40$ S.

Long. by Chron. $176=17$ W. not agreeing with Land by 11 mi.

Saturday 7th. Begins with Moderate Winds from the Westward and fair Steering to the Southward along the E. Side of Chatham Island near the Land at 1/2 past 6 P. M. of the S. E. Cape Land 2 mi. Dis Steered to the Southwest passing between Chatham and Pitts. I. at Midnight came near running on to a Reef of Rocks some 4 or 5 mi. to the S. of Chatham could not correctly tell the Distance it being Dark, latter part fresh breezes from N. W. at Noon under Double reefs Cruising Landward sight

Lat. by obs. $44=28$ S. Long. by Chron. $177=05$ W.

Sund. 8th. Strong Gales from N. N. W. to N. heading to the westward most of the time under Close reefed Main Topsail and Spencers, latter part thick & rainy

Lat. by obs. $44=35$ S. Long. $178=05$ W.

Mond. 9th. 1st. part Strong Gales from N. under a Close reefed Main Topsail, latter part moderate at 9 Am. under all Sail

Lat. by obs. $44=29$ S. Long. by Chron. $179=30$ W.

Tues. 10th. first part light variable winds and Calm, latter part light winds from E. N. E. to N. and thick fog Steering to the northward

No obs. Lat. by acc. $44=05$ S. Long. $179=35$ E.

Wednes 11th. 1st. part light winds from the N. and foggy Middle & latter part Strong Gales from N. to N. W. Steering on Diff. tack at 11 Am. under Close reefed Topsails Jib & Courses in No obs.

Lat. by acc. $43=40$ S. Long. $179=50$ E.

Thurs. 12th. at 1 P. M. the wind shifted suddenly to S. S. W. and blew a Gale took in Fore Topsail, at 2 P. M. more moderate Steered N. N. W. under Double reefs & Fore Sail at 6 under all Sail latter part winds from the N. again Lat. by obs. $42=10$ S.

Long. by Chron. $179=35$ E.

Frid. 13th. 1st. & Middle part Strong Gales from N. N. W. heading on Diff. tack under a Close reefed Main S. Sail latter part winds from W. Steering to the Northward under Single reefed Topsails Lat. by obs. $41=34$ S. Long. by Chron. $179=34$ E.

David K. F.

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Saturday March 14th. First part strong Gales from N.W. to S.W. Latter part Moderate Winds from S.E. Steering N.W. by Compass
Lat. by obs 39=07 S. Long. by Chro. 179=32 E. - -

Sund. 15th. Begins with moderate winds from the S. Steering 42 N. W. at 7 P.M. Strong winds from S.E. Double reefed the Topsails and hauled on the wind to N.E. at 6 Am. lying under a Close reefed Main Topsail with heavy Gales at 9 So. took in the Waist & Bow Boats
Lat. by Poor obs. 38=07 S. Long. 180=00

Mon. 16th. first part heavy Gales from S.E. and equally, latter part moderate, at 6 Am. made Sail and Steered N. by W.
Lat. by obs. 37=06 S. Long. by Chro. 179=22 W.

Tues. 17th. fresh breezes from S. to W. Steering N. by Compass under all Sail No obs. Lat. by obs. 35=00 S. Long. 178=45 W.

Wednes 18th. fresh breezes from W. to N.W. Steering to the Northward at 1 P.M. looked for Blackfish but never saw them from the Boats
Lat. by obs. 32=54 S. Long. 177=28 W.

Thurs. 19th. Fresh breezes from N. to N. Steering on Different tacks most of the time under all Sail Lat. by obs. 32=11 S. Long. by Chro. 177=07 W.

Friday 20th. 1st. part moderate winds from N.W. W. Steering on Diff. tacks by the wind, latter part fresh breezes from S.W. Steering
Lat. by obs. 31=47 S. Long. by Chro. 178=03 W. W. by obs.

Saturday 21st. strong winds from E.S.E. and Cloudy Steering on Diff. Courses under Short Sail through the Night Spoke Ship Harvest of Montserrat and Bark Anashouks of Falmouth at Noon. Frenchman sight S.W. Lat. by obs. 31=21 S. Long. by Chro. 178=35 W.

Sunday 22nd. Strong Winds from E.S.E. 1st. & Middle part Steering on Diff. tacks under Short Sail. latter part Steering to the N. Westward with Main S. G. Sail set over Single reefed M. S. Sail
Lat. by obs. 30=43 S. Long. by Chro. 179=20 W.

Mon. 23rd. Strong winds from E.S.E. latter part thick and rainy under Close reefed M. Topsail Spoke Ship gone of Fishermen could not find out much by her it being a Gale No obs.

Tues. 24th. 1st part heavy Gales from E.S.E. and rainy with Lightning latter part strong Gales from N.W. to N. and Clear Ship under Close reefs Lat. by obs. 39=56 S. Long. by Chro. 179=40 W.

Wednes. 25th. March First and Middle part strong gales from S.W. and equally, latter part moderate spoke Bark zone of Fairhaven - 18 1/2 Months out 450 Sp. at Noon Goat Island in sight S.E.

Lat. by obs. 30=00 S. Long. by Chro. 179=12 W.

Thurs. 26th. Light winds from S.W. to E. and fair at Noon Goat Island bore E. by S. 1/4 S. by Compass. 20 mi Dis. Lat by obs. 30=06 S. Long. by Chro. 178=55 W.

Friday 27th. Light variable winds and Calms unbent the Main Sail to repair and bent the Fore Sail in the place of it.

Lat. by obs. 30=30 S. Long. by Chro. 179=18 W.

Saturday 28th. First part moderate winds from the Eastward and Cloudy latter part strong winds and thick weather with some rain.

Lat. by obs. 31=00 S. Long. 179=20 W.

Sunday 29th. Strong winds from E.S.E. and Cloudy at 4 P.M. spoke Bark Elizabeth Drift 28 mo. out 1100 Sp. at Noon French Rock bore

S.W. by Compass. 8 mi. Dis. Lat. by obs. 31=30 S.

Monday 30th. Strong winds from E.S.E. and smoky most of the time under Double reefs past French Rock twice over within 1/2 mi. and once within

1 mi. at Noon R. S.E. 14 mi. Dis. Lat. by obs. 31=16 S. Long. 179=00 W.

Tues. 31st. Strong winds from E.S.E. and equally under Double reefs most of the time at Noon Curtis Rocks bore S.E. 6 mi. Dis.

Lat. by obs. 30=27 S. Long. 178=47 W.

Wednes. April. 1st. First part strong Gales from E.S.E. latter part moderate, at 8 Am. Goat Island S.W. 2 mi Dis. I lowered ^{2 boats} and went in to the land in order to go on shore and get some Goats but found too much surf to land and went to Fishing for bottom fish.

Thurs. Apr. 2nd. at 2 P.M. I returned to the Ship with about 16 lb. of fish steered to the S.E. W. light winds from S.E. latter part Calm 2 Sail in sight.

Lat. by obs. 30=47 S. Long. by Chro. 179=13 W.

Friday Apr. 3rd. Light airs from the Eastward and Calms 1 Sail in sight.

Lat. by obs. 30=58 S. Long. 179=10 W.

Saturday Apr. 4th. Light winds from the Eastward and Calms at 7 Am. French Rock in sight bearing S.E. and 2 Ships to Leeward Manoeuvring, steered for them at 11 Am. however for a Sp. Whale that was gallied by the other Ships saw nothing of the Whale from the Boats at Noon equally with some rain (No obs.)

Sunday 5th. at 4 P.M. spoke Bark Zone, and En. Bark Success at 8 Am. got a Cask of Bread from the zone, latter part strong Winds from S.E.

Lat. by obs. 30=31 S. Long. by Chro. 179=20 W.

Monday Apr. 6th. Strong Gales from S.E. to S. and equally heading to the S.W. under a Close reefed Main Tarsail most of the time Lat. by obs. 30=45 S. Long. 179=52 W.

- Tues. April 7th. Strong Gales from N.W. to E.N.E. and equally under Short Sail, Lat. by obs. 31=12 S. Long. by Chro. 179=50 W.
- Wednes. 8th. Strong Gales from E. heading on Diff. tacks under Short Sail Lat. by obs. 31=11 S. Long. by Chro. 179=56 W.
- Thurs. 9th. Strong Gales from E. heading to the N.W. under Close reef. Top sails most of the time Lat. by obs. 30=10 S. Long. 179=26 W.
- Friday 10th. Strong Gales from E. to E.S.E. and equally Steering to the N.E. by the wind under Double reefs fift & Courses in through the night Lat. by obs. 29=23 S. Long 178=36 Sund. Island in sight E. by S.
- Saturday 11th. first part strong Gales from E. to E.S.E. under Double reefs, latter part light baffling winds from E. to S. at Noon Sunday Island bore N.E. by N. Lat. by obs. 29=39 S. -
- Sund. 12th. First part strong Winds from S. and equally Steering to the S.W. by the wind saw Breaches to windward supposed to be Sp. Whales Middle and latter part light variable winds and fair at Noon Goat Island bore S.E. by S $\frac{1}{2}$ S 7 or 8 mi. Dis Lat. by obs. 30=37 S. -
- Mon. 13th. First part moderate winds from S.W. and fair, latter part strong winds from S. & equally, at Noon Curtis Rocks N.E. by E Lat. by obs. 30=38 S. -
- Tues. 14th. first part strong winds from S. and equally spoke Bark Roscoe of New- Bedford 20 $\frac{1}{2}$ mi out 550 bls. Sp. latter part moderate at Noon Goat I. bore N.E. Lat. by obs. 30=23 S.
- Wednes 15th. Light winds from S. and fair at 2 P.M. off Goat I. lowered 2 Boats and went in fishing in Co. with 2 of Roscoes Boats at 5 returned to the Ship with 110 bottom fish, at Noon Sunday I. bore N. by E. $\frac{1}{2}$ E. Lat. by obs. 29=46 S. -
- Thurs. 16th. light variable winds and Calms in Co. with Bark Roscoe, at Noon Sunday I. bore N.N.E. 15 mi Dis -
- Friday 17th. first part Light winds from the Eastward at 3 P.M. lowered for Blackfish and got one latter part strong Gales from E. & E. and rainy Steering on Diff. tacks under short Sail, thick & rainy ends the Day No obs. -
- Saturday 18th. first part Strong gales from N.E. by E. and rainy heading to the Eastward under a Close reefed M.S. Sail Middle and latter part winds from N. to N.W. Steering to the Northward under Double reefs Lat. by obs. 29=53 S. Long. 177=10 W.
- Sund. 19th. first part Strong Winds from W. latter part moderate winds from W. to S.W. and fair Steering to the N. under all Sail Lat. by obs. 27=43 S. Long. by Chro. 176=48 W.

Monday April 20th Moderate winds from the Southward and fair Steering
on Diff Courses to the Northward through the Day Lying under short Sail through
the Night Lat. by obs. 26=52 S. Long. by Chro. 176=40 W.

Tues. Apr. 21st fresh breezes from the Southward and fair Cruising
for Whales through the Day under easy Sail through the Night

Lat. by obs. 26=30 S. Long. by Chro. 175=50 W.

Wednes. 22nd Strong winds from S.E. Steering on Diff. Courses
through the Day under easy Sail through the Night at Noon
saw a large Sperm Whale and lowered the Boats

Lat. by obs. 25=46 S. Long. by Chro. 175=50 W.

Thurs. 23rd, at 1^h 45^{mi} P.M. struck the Whale at 5 P.M. had him
dead several miles to windward (lost sight of the Boats at 3 P.M.),
strong Gales from S.E. and equally at 7 the Boats returned to the
Ship. lost the whale in consequence of its being a Gale of wind
came very near being swamped several times got 2 of the Boats
up safe, the labored boat got filled alongside while in the act of
hoisting her up broke into and finally met a total loss of Boat,
sars, Sail, &c. and came near losing the Mate, hauled him up
over the Stern of the Ship with a rope, latter part more moder-
ate, but the weather bad Steering on Different tacks under
Double reefs in hopes of falling in with the whale but could not

Lat. by obs. 25=44 S. Long.

Friday 24th. First part strong Gales from S.E. and equally
with showers of Rain Steering on Different tacks under Double
reefs, latter part more moderate but a heavy sea running,
at 8 Am. saw the Dead Whale to windward at 1/4 past 10 took
him alongside and commenced cutting making very bad work
of it the Whale being very much blasted and the Sea bad

Saturday 25th. at 5 P.M. the wind had increased to a heavy Gale
the Blanket piece tore off, the whale being being about one half
cut parted the head rope and lost the head about the same
time, gave up cutting heavy Gales and raining through the Night
at 6 Am hooked down to the whale again, at noon finished
cutting the Body, during the time of cutting the Bulwarks
got badly stove by a Blanket piece and got considerable Damage
by the whale about the Shps heads by losing sheeting and
Copper Spoke Bark George Washington of New Bedford at
Noon

Lat. by obs. 25=17 S.
Long. by Chro. 176=29 W.

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Sunday 26th. April Strong Gales from S.E. and equally Employed in Bailing Ship under a Close reefed Main Topsail & Fore Sail
Lat. by obs. 25=17 S. Long. 176=40 W.

Monday Apr. 27th. Strong Gales from S.E. and Clear heading on Diff. tacks under a Close reefed Main Topsail and Fore Sail employed in Bailing at Noon finished saved about 44 bbls. of oil from a Whale that would probable made 90 or 100 bbls. and the oil dark at that
Lat. by obs. 25=01 S. Long. by Chrs. 177=00 W.

Tues. Apr. 28th. Strong Gales from S.E. and fair Steering on Diff. tacks by the wind under Double reefs Latter part got out a New. Boat on the Board Cranes Lat. by obs. 24=49 S. Long. by Chrs. 176=30 W.

Wednes. Apr. 29th. Strong Gales from S.E. to S. and equally with showers of Rain under Double reefs most of the time one Ship in sight to leeward, Lat. by obs. 24=47 S. Long. 175=36 W.

Thurs. Apr. 30th. Strong winds from S. and equally Steering on Different tacks under short Sail spoke Ship Mayflower of San Francisco 1 Bark & 2 Ships in sight Latter part employed in repairing the Main Sail Lat. by obs. 24=36 S. Long. 175=12 W.

Friday May 1st. 1st part light winds from S. S. W. and fair latter part strong Winds from W. to W. N. W. and equally
Lat. by obs. 25=26 S. Long. 175=45 W.

Saturday May 2nd. 1st part strong winds from W. and fair spoke Ship Oliver Crocker 1300 Sp. Latter part light winds Employed in breaking out the After hole and making preparations for Stowing down oil Lat. by obs. 25=26 S. Long. by Chrs. 175=46 W.

Sunday May 3rd. 1st. part employed in stowing down oil light airs and Calms through the Day Lat. by obs. 25=27 S. Long. by Chrs. 176=00 W.

Monday May 4th. Light variable winds from the Eastward and fine weather employed in breaking out and degreasing between decks scraping out right whale Cask &c.
Lat. by obs. 26=10 S. Long. by Chrs. 175=38 W.

Tues. May 5th. 1st. part light winds from N.E. Steering on Different tacks by the wind, latter part strong winds from W. and raining with Thunder N. obs. Lat. by obs. 26=20 S. Long 175=40 W.

Wednes. 6th. 1st part light winds from W. and raining latter part fresh breezes from S.W. to S. and Clear Steering on Diff. tacks
Lat. by obs. 26=29 S. Long. by Chrs. 176=34 W.

Thurs. May 7th. Light variable winds and Calms, unbent the Main Top
Sail to repair and bent another Lat. by obs. $26=14^{\circ}$ S.
Long. by Chro. $176=00^{\circ}$ W.

Friday May 8th. Light variable winds and Calms working the Ship
slowly to the N.E. Latter part light showers of Rain No obs.

Lat. by acc. $25=57^{\circ}$ S. Long. $175=30^{\circ}$ W.

Saturday May 9th. Light variable winds and Calms 1st. part light
showers of Rain, Latter part fair employed in Sail mending

Lat. by obs. $26=01^{\circ}$ S. Long. by Chro. $175=40^{\circ}$ W.

Sunday May 10th. Light variable winds and Calms spoke Bark Yone
500 Sp. Latter part overcast No obs. Lat. by acc $26=00^{\circ}$ S. Long. $175=10^{\circ}$ W.

Monday May 11th. Strong winds from W.S.W. to S.E. and Cloudy at
3 P.M. spoke Ship Alabama $19\frac{1}{2}$ m. out 550 bbls Sp. No obs.

Lat. by acc. $25=30^{\circ}$ S. Long. $176=00^{\circ}$ W.

Tues. May 12th. Strong winds from S.E. and Rainy most of the
time heading to the N.E. under Short Sail Lat. by obs. $24=41^{\circ}$ S.
Long. by Chro. $175=36^{\circ}$ W.

Wednes. 13th. Strong Gales from S.E. and equally with rain 1st & Middle
part heading to the N.E. under easy Sail, Latter part Steering N. M.S. Gale

Lat. by poor obs. $23=40^{\circ}$ S. Long. $175=14^{\circ}$ W.

Thurs. 14th. Strong Gales from S.E. most of the time with heavy
squalls of wind and rain heading to the N.E. most of time under Close
reefed Topsails Lat. by obs. $22=37^{\circ}$ S. Long. by Chro. $175=08^{\circ}$ W.

Friday 15th. Strong Gales from S.E. and equally Steering on Diff.
Courses at Noon Coa bore W.N.W. 25 m. Dis Lat. by obs. $21=33^{\circ}$ S.
Long. by Chro. $174=30^{\circ}$ W.

Saturday 16th. Strong winds from S.E. to E. and pleasant, at $\frac{1}{2}$ past 8 Am.
Coa bearing E. $1\frac{1}{2}$ m Dis lowered my boat and went onshore in order
to get recruits but could not get any it being their Sabbath

Sunday 17th. fresh breezes from the Eastward and fair at 1 P.M. I
returned to the Ship and stood to the South, beat the Ship to the
weather of the Island during the Night, at 9 Am. went onshore
again on the lee side of the Island coming in from the North landed
2 Sick Hanskas and commenced trading

Monday 18th. at 4 P.M. finished trading and
returned to the Ship, got about 2 tons of Yams 10 hogs a lot of fowls
and Coconuts some banannas &c. &c. Steered to the S. under all sail with
moderate winds from E to N.E. Lat. by obs. $22=48^{\circ}$ S. Long. by Chro. $175=20^{\circ}$ W.

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Tues. May 19th. first part moderate winds from N. Steering S. E. by S. at 8 P.M. strong winds with thunder and rain, Double reefed the Topsails, at 2 Am. strong Gales from S. S. E. Close reefed Gilt and Fore Sail in heading E. at 7 P.M. wore Ship latter part under Double reefs Employed in in sorting and stowing away the fanns
 Lat. by obs. 23=40 S. Long. by Chro. 174=36 W.

Wednes. May 20th. first part Strong winds from S. Steering on Diff tack's latter part moderate winds from S. E. and fair Steering to the S. W. employed in Sail mending. Lat. 24=05 S. Long 175=02 W.

Thurs. May 21st. Begins with fresh breezes from E. and fair at 2 Am. winds from N. and Rainy Double reefed at 6 Do. strong Gales from N. hove to under a close reefed M. S. S. Lat. 25=45 S. Long. 175=49 W.

Friday 22nd 1st. part Strong Gales from W. N. W. latter part light winds from S. W. to S. S. W. and fair variously employed on the Rigger
 Lat. by obs. 26=01 S. Long. by Chro. 175=38 W.

Saturday 23rd. 1st. part Light winds from the Eastward and fair latter fresh breezes from N. Steering on Diff. Courses, short Sail through the night
 Lat. by obs. 26=02 S. Long. by Chro. 176=50 W.

Sunday May 24th. Light winds from N. to W. and Calms
 Lat. by obs. 26=30 S. Long. by Chro. 177=03 W.

Monday May 25th. 1st. part Calm, Middle and latter part Strong Gales from N. to W. and Rainy at 10 Am. Double reefed the Topsails N. obs.
 Lat. by obs. 28=00 S. Long. 177=20 W.

Tues. May 26th. Begins with Strong Gales from W. Steering S. by W. at 4 P.M. heavy Gales, hove to under a close reefed M. S. Sail & Spencers heading to the N. W. latter part light winds from S. S. W.
 Lat. by obs. 27=45 S. Long. by Chro. 177=44 W.

Wednes. May 27th. first part Calm, latter part Strong Gales from W. S. W. at 7 Am. lowered for Sp. Whales and chased the remaining part of the Day very rugged Lat. 28=08 S. Long. 177=40 W.

Thurs. May 28th. Strong Gales from W. S. W. at 1 P.M. the Boats returned without success, heading on Diff tack's under Double reefs Gilt and Courses in Lat. by obs. 28=08 S. Long. by Chro. 177=30 W.

Friday May 29th. first part Strong Gales from S. W. Steering to the S. E. by the wind under Double reefs, latter part moderate winds from S. to S. S. W. Steering to the westward under all Sail
 Lat. by obs. 28=28 S. Long. by Chro 177=10 W.

Saturday 30th. 1st. part light winds from S. S. W. latter part fresh breezes from W. S. W. to S. S. W. at 8 Am. passed an En. Merchant ship at Noon. Sunday Island bore W. S. W. 26 mi. Dis.

Lat. by obs. 29=06 S. Long. by Chro. 177=37 W.

May Sunday 31st. Strong Gales from W. to S.W. and squally under Double reef.
Lat. by obs. 30-10 S. Long. by Chron. 177-25 W.

Monday June 1st. 1st. part strong Winds from S.W. spoke Ship Mohawk
of Nan. 450 bbls. Sp. outward. Latter part moderate winds at Noon
Sund. S. bore N.W. by N. Lat. by obs. 29-50 S. Long. 177-50 W.

Tues. June 2nd. 1st. part moderate winds from S.W. and fair, latter
part winds from E. at Noon Goat Island bore W. 25 mi Dis.
Lat. by obs. 30-13 S.

Wednes. June 3rd. Strong Gales from E. and overcast under Double
reefs at Noon French Rock S.W. 12 mi. Dis Lat. 31-17 S.

Thurs. June 4th. begins with strong Gales from E. Steering to the S. S.W.
under Double reefs, at 10 P.M. hove to under a Close reefed M. Topsail
heading S. S. E. at 7 Am. set a Close reefed Fore Topsail and Courses at 10
found the Ship had sprung a leak aft somewhere about. Stern hauled
up the Courses and after working to look for the leak, in the run found
the water came in on the starboard side under the transom above
the lower Deck had a great notion of running for the Bay of Islands
but found the leak to above water when the Ship was on the Starboard
tacks, gave it up and wore to the S. again ship making 150 strokes
per hour strong Gales thick and rainy N.W. Lat. by acc. 33-00 S.
Long. " " 179-30 W.

Friday 5th. heavy Gales from E. N. E. and rainy with a high Sea
lying under a Close reefed M. Topsail and Spencers heading S. E.
No obs. Lat. by acc. 34-00 S. Long. 179-35 W.

Sat. ~~Friday~~ 6th. begins with heavy Gales from E. N. E. and rainy
took the Waist and Bow Boats on Deck, heading to the S. E. under
a close reefed M. S. Sail, latter latter part light airs from N. E. &
Calms with thunder and rain. Lat. by obs. 34-46 S. -
Long. by acc. 179-45 W.

Sun ~~Saturday~~ 7th. first part light winds from N. E. to E. Steering to
the S. E. Latter part heavy Gales from E. to E. S. E. and rainy at
5 Am. hove to under a Close reefed M. S. S. and Spencers heading
to the N. E. Lat. by acc. 34-20 S. Long. 179-40 W.

Mon. 8th. 1st part heavy Gales from S. E. Latter part more moderate at 8 Am.
at fore Topsail close reefed M. S. & Courses Lat. by acc. 34-20 S. Long. 179-30 W.

Tues. 9th. 1st part Strong Gales from E. S. E. Latter part moderate winds
from E. N. E. and Cloudy Steering on Diff. tacks making the best
of my way toward Takahuna sent up fore & Mizen Top gallant yards.
No obs. Lat. by acc. 34-20 S. Long. 179-20 W.

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Wednes June 10th. Strong Gale from E. S. E. Steering to the S. under
Double reefs No obs. Lat. by acc. $35=30$ S. Long. $179=00$ W.

Thurs. June 11th. 1st. part Strong Gale from E. S. E. and thick
weather latter part fresh breezes from E. S. E. and fair all Sail set
Lat. by obs. $35=39$ S. Long. by Chro. $176=58$ W.

Friday 12th. first part light winds from E. latter part strong
winds from N. N. W. and fair Steering E. under all Sail
Lat. by obs. $35=52$ S. Long. by Chro. $175=11$ W.

Saturday 13th. Begins with strong Gale from N. N. W. Steering E.
under all Sail, latter part heavy Gale and squally with raining
under Single reefed Topsails most of the time Ship leaking 300
strokes pr. hour Lat. by obs. $37=00$ S. Long. by Chro. $171=05$ W.

Sun. 14th. 1st part Strong Gale from N. N. W. and rainy Middle part moder.
winds from W. and fair. latter part Strong Gale from S. S. W. and
equally under Single keels Topgallants set over Steering from E to E by S.
Lat. $37=09$ S. Long. $167=40$ W. obs. poor

Monday 15th. heavy Gale from S. and squally set part under
Single reefed Topsails and Topgallantsails set over, latter part
under Double reefs, Jib & Courses, Steering on Diff. courses from E. to E. S. E.
Lat. by obs. $36=44$ S. Long. by Chro. $163=36$ W.

Bar. 24-25 Tues. 16th. heavy Gale from S. Steered N. E. by E. until 5 P.M. and then
have to under a Close reefed Main Topsail and Spencers, so ends the Day
No obs. Lat. by acc. $36=10$ S. Long. $162=20$ W.

Wednes. 17th. first part heavy Gale from S. heading E. S. E. under
a Close reefed Main Topsail & Spencers latter part more moderate
at 7 Am Steered E. N. E. under Single reefed T. Sails & M. T. G. Sail
Lat. by obs. $35=45$ S. Long. by Chro. $160=31$ W.

Thurs. 18th. Strong Gale from S. to S. W. attended with very heavy
Gales of wind and rain. Middle part under under Close reefed Topsails
Lat. by obs. $34=53$ S. Long. by Chro. $157=00$ W.

Friday 19th. heavy Gale from S. W. and very heavy squalls of wind &
rain Middle part under Close reefed Topsails and Fore Sail Steering
E. by N. Lat. by obs. $34=33$ S. Long. by Chro. $152=56$ W.

Saturday June 20th. fresh breezes from W. and squally shortens and Made
Sail many times but most of the time Topgallantsails set over Single reefed T. Sails
Lat. by obs. $34=20$ S. Long. by Chro. $147=33$ W.

Sund. 21st. first part fresh Gale from W. latter part light winds from S. E.
No obs. Lat. by acc. $34=20$ Long. $147=33$ W.

Monday 22nd 1st. part begins with light winds from S. E. to E. S. E. and squally
at 11 P.M. strong winds & heavy squalls have to under a Close reefed M. T. Sail
heading N. E. latter part heavy Gale No obs. Lat. by acc. $33=00$ S. Long. $147=00$ W.

Tues. June 23rd. heavy Gales from E. S. E. and equally heading to the N. E. under a Close reefed M. S. Sail and Spencers. Lat. by obs. $33=13$ S. Long. by Chro. $146=29$ W.

Wednes. 24th. first part heavy Gales from S. E. and equally, Latter part more Moderate at 7 Am. set Double reefed Topsail Fore Sail & Stubb, at 8 set Main Sail
Lat. by obs. $32=29$ S. Long. by Chro. $146=06$ W.

Thurs. 25th. first part moderate winds from S. to S. W. and equally Latter part fresh breezes from S. E. and overcast, at half past 11 Am. came to with the head yards aback in order to find the leak in the stern of the Ship found it under the St. counter saw with some difficulty filled the seam with cum and nailed a piece of sheet lead over it hoping that was the prin^{leak}
Lat. by $32=21$ S. Long. by Chro. $144=30$ W.

Friday 26th. begins with strong winds from S. E. which soon increased to a gale, at 7 P. M. have to under a Close reefed M. Topsail at 1 Am. wind shifted to S. W. at 3 Do. Steered E. under Close reefs and Fore Sail, Latter part heavy Gales and equally with rain under Single reefs and S. E. Sails set

Lat. by obs. $32=15$ S. Long. $142=20$ W.

Sat. 27th. 1st part heavy Gales from S. S. W. and equally with Rain took in S. E. Sails and Double reefed the Topsails, Latter part much the same

Lat. by obs. $32=37$ S. Long. by Chro. $158=30$ W.

Sund. 28th. Strong Gales from S. and equally Steering to the E. by the wind under reefed Topsails Lat. by obs. $32=24$ S. Long. by Chro. $135=18$ W.

Mon. 29th. first part strong winds from S. to S. E. and equally, Latter part moderate winds under all Sail Steering E. Lat. by obs. $32=31$ S. Long. $132=00$ W.

Tues. 30th. first part light winds from S. and Calms, Latter part moderate winds from from N. W. and pleasant employed in Sail mending

Lat. by obs. $32=41$ S. Long. by Chro. $130=18$ West.

Wednes. July 1st. fresh breezes from N. W. to N. E. and Cloudy Steering from E. to E. S. E. under all Sail employed in Sail mending

Lat. by obs. $33=04$ S. Long. by Chro. $127=10$ W.

Thurs. July 2nd. fresh breezes from N. E. and Cloudy Steering the E. S. E. by the wind under Single reefed Topsails most of the time

Lat. by obs. $34=14$ S. Long. by Chro. $124=47$ W.

Friday July 3rd. Strong winds from N. E. to N. N. E. and thick weather most of the time Steering to the Eastward by the wind under reefed Topsails

Lat. by obs. $35=15$ S. Long. by Chro. $122=40$ W.

Saturday July 4th. Strong winds from N. E. and thick weather Steering to the S. E. by the wind under reefed Topsails, Lat. by obs. $36=40$ S.

Long. by Chro. $120=32$ W.

Sunday July 5th. Strong Gales from N.E. to E.N.E. and thick weather Steering to the S.E. by wind under Double reefs No obs. Lat. by obs. $37=50$ S Long. " " $119=05$ W.

Monday 6th. Strong Gales from N.E. and Cloudy Steering to the S.E. by the wind under Double reefs Topsails No obs. Lat. by obs. $38=55$ S Long. by obs. $117=05$ W.

Tues. 7th. winds from N.E. by E and very baffling at times strong flows passing by at other times nearly Calm Steering to the S.E. by the wind No obs. Lat. by obs. $39=50$ S Long. $115=15$ W.

Wednes. 8th. Strong winds from N.E. by E. to N.N.E. and equally with thick weather Steering to the S.E. by the wind under Single reefs No obs. Lat. by obs. $41=02$ S Long. $112=18$ W.

Thurs. 9th. fresh breezes from N.E. and thick weather most of the time Steering to the S.E. by the wind under Single reefs Topsails Lat. by obs. $42=27$ S Long. by Obs. $110=00$ W.

Friday 10th. first part fresh breezes from N.N.E. latter part winds from N.W. with Showers of rain Steering to the Eastward under all Sail Lat. by obs. $42=40$ S Long. by Obs. $106=26$ W.

Saturday 11th. begins with fresh breezes from S.W. which soon increased to a Gale at 6 P.M. Ship under Close reefs Fore & Main Topsails and fore Sail Steering E.N.E. at Midnight winds from S. Steered N.E. latter part winds from S.E. and more moderate under Double reefs Lat. by obs. $41=17$ S Long. by Obs. $102=37$ W.

Sund. 12th. 1st part Strong winds from S.E. and equally, latter part moderate winds from S.E. under all Sail Lat. by obs. $40=20$ S Long. by Obs. $99=14$ W.

Mon. 13th. Light variable winds and Calms No obs.

Lat. by obs. $39=50$ S Long. by obs. $97=30$ W.

Tues. 14th. Strong winds from W.N.W. Steering E.N.E. under all Sail

Lat. by obs. $39=50$ S Long. by Obs. $92=50$ W.

Wednes. 15th. Strong winds from W.N.W. Steering N.E. by E mostly under all Sail

Lat. by obs. $39=11$ S Long. by Obs. $88=00$ W Dis run 228 mi.

Thurs. 16th. fresh breezes from N.W. to N.N.W. and Cloudy with small rain

Lat. by obs. $38=28$ S Long. by Obs. $84=30$ W.

Friday 17th. First part Strong winds from N.W. by N. Steering N.E. by E.

latter part light winds & Calms Lat. by obs. $38=05$ S Long. $81=38$ W.

Saturday 18th. first part Calm, latter part moderate winds from N. by E.

lowered 2 Boats for Killars Lat. by obs. $38=06$ S Long. by Obs. $80=36$ W.

Sund. 19th. Begins with fresh breezes from the N.N.E. and Cloudy at 5 P.M. saw

a Whale supposed to be a Sp. Whale but could not make it out it being quite dark Shortened Sail at 5 Am. here to under a Close reefed Main & Sail heavy Gales from N.N.W. and rainy No obs. Lat. by obs. $38=20$ S Long. $128=36$ W.

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Monday July 20th. first part Strong Gale from the North and raining. Latter part light variable winds from the Westward and fair employed in Sail Mending

Lat. by Obs. $37=48$ S. Long. by Chron. $74=23$ W.

Tues. July 21st. Begins with fresh breeze from N.W. Steering to the N.E. at 7 P.M. heavy Gale, headed to the W. under a Close reefed Main Top sail, at 5 Am the wind hauls to W. and moderate wave Ship, latter part light winds under full sail

Lat. by Obs. $37=33$ S. Long. by Chron. $75=56$ W. —

Wednes. 22nd. Begins with light winds from S. S. W. and a heavy swell on Steering to the N.E. Middle part winds from W. to N.W. with heavy squalls of wind and Rain, attended with Thunder and lightning, at times nearly Calm Ship under Short Sail, at 6 Am. made Sail and Steered N.E. by E. at 8 made the land through the clouds. Latter part nearly Calm and quite pleasant, the Tops leaving E.

Lat. by Obs. $36=46$ S. Long. by Chron. $74=00$ W.

Thurs. 23rd. Calm most of the time and a swell from the W. Ship off the passage of Talcahuana and possible chance to get in strong Current setting to the S.W. and Calm

Friday 24th. first part Calm Middle and latter part Strong Gale from N.E. to N.W. E. carrying all possible sail to beat the Ship the Ship in to Talcahuana at Noon in the entrance of the Bay Ship under single reefs

Saturday 25th. At 3 P.M. came to Anchor in 5 fath. water muddy bottom at the Common Anchorage at the Port of Talcahuana the rest of the Day thick and raining

Saturday July 25th. Civil account heavy Gale from the North and raining the weather to bad for Ship Duty

Sunday July 26th heavy Gale from the North continue and raining Ship riding heavy to both Anchors at Noon sent down Top gallant yards at 2 P.M. wind moderated and cleared up quite pleasant

Monday July 27th. light winds from N.W. and pleasant most of the time some light showers of Rain employed in breaking out the Ater hole, overhauling Provisions and preparing. Look for water. took up the 2nd Anchor &c.

Tuesday July 28th. first part light variable winds and fair employed in getting a raft of water on board at 2 P.M. blowing a strong Gale from the N. and raining at 3 Do. let go the 2nd Anchor at 6 blowing very hard capsized one of the windlass panels and broke both the snippers, shot off. at Midnight more moderate heavy rain continues

Wednes July 29th begins with fresh Gales from the N. and raining
at 10 Am. took the broken gear to the windlass on shore to the Blacksmith
to be repaired, at Noon Calm, latter part employed in stowing down
water and taking a raft of Cask on shore, weather thick and raining
at 4 P.M. took the 2nd. Anchor

Thurs. July 30th. light winds from the North. and overcast variously
employed on Ship Duty

Friday 31st. Light air and Calm employed in Watering Ship, and landed
one Cask Molasses

Saturday Aug. 1st light variable winds and fair employed in Cleaning Ship
outside and Painting iron work

Sunday Aug. 2nd. light variable winds and fair one watch on liberty
Patrick Larkins, & Henry Glover absconded -

Monday 3rd. light air from the N. and fair one watch on liberty
Employed in Painting the heads Iron work &c.

Tuesday 4th. light winds from the Northward and fair employed
in Corking Ship, Painting Spars &c Shipped over Sea Men - - -

Wednes 5th. light variable winds and fair, Employed in Corking
Ship painting &c. -

Thurs. 6th. light variable winds and fair Employed in painting &c.

Friday 7th. light variable winds and fair Employed in painting spars
fitting Windlass &c. one watch on liberty Frank Coudane Deserted

Saturday 8th Employed in painting taking wood on board &c
one watch on liberty, (John Rose & Manuel Enos, Deserted

Sunday 9th. one watch on liberty, Thos Patrick Larkins put in
the Calaboose for safe keeping he having absconded from the Ship
one week

Monday. 10th. light variable winds and fair most of the time took 3000
lbs. Bread and 8 bbls Flour on board one watch on liberty

Tues. 11th. light variable winds and fair employed in taking Salt provisions
on board bending Sails &c. Edw. De. Therniet deserted

Wednes 12th. light winds from the S. and fair employed in getting a
raft of Water on board stowing Provisions below clearing Deck &c.

Thurs. Aug. 13th. Light winds from the S. and fair employment in sail mending &c. Discharged John Rose 2nd. Mate, Shipped another 2nd. Mate in his place, also Shipped one Seaman - - -

Friday 14th. Moderate winds from the N. and Cloudy Shipped 2 Seamen
Ship ready for sea but can't go for lack of Men

Saturday 15th. Light variable winds and fair Discharged Patrick Perkins
and Shipped one Seaman

Sunday 16th. Light winds and foggy

Monday 17th. Light winds and Calms with some fog. Shipped
the remainder of the Crew and Cleared from Customhouse

Tues. 18th. At 1/2 past 11 ^{Sea. asty} Am. got underway with winds from N. and commenced beating out the Bay under all Sail so ends

Wednes 19th. At 3 1/2 P.M. passed the W. Point Reskema making a Course W.N.W. by Compass steered the Lead and unbeat the Chain at 1/2 past 5 Do. took in Topgallant trails and Fly Jib. at 3 Am. wind shifted to the W. and soon became Calm sends light airs and Calms with a heavy swell on from the Westward Cloudy no obs. Lat. by sun 36=25

Thurs. 20th. first Calm send 3 Sail, latter part fresh breezes from the N. Steering S.S.E. by Compass Lat. by obs. 37=35 S. Long
Long. to the E. 25 mi. Dis by Estimation

Friday 21st. Begins with strong winds from N. and squally at 4 P.M. shifted to W. and moderated, at 7 nearly Calm, Middle and latter part light airs from the S. and Calms working to the Ship to the S. as much as possible
At Noon Mocha Island S. by E. 15 mi. Dis. Lat. by obs. 38=05 S.

Saturday 22nd. ^(at night) Light winds from S. at Noon 10 Am. Mocha S. by E. 2 mi. Dis. a boat came off from the Shore manned by 5 Spaniards Strong winds from S.S.E. Ship under Double reef sends - -

Sunday 23rd. Begins with strong winds from S.E. stood out to the Westward of the Island Steering on Saff. to be by the wind the remainder of the Day at Noon the S. bore S.N.E. 6 mi. Dis.

Monday 24th. Strong winds from the Southward at 7 Am. of the S.E. part of Mocha at 1/2 9 Do. of the Settlement on the N. side I went on shore in order to get Potatoes and wood on landing found I could get neither without Cash, trade being out of the Question at Noon returned to the Ship with 2 bbls. Potatoes and some fresh beef

Tues. Aug. 25th. begins with moderate winds from S. E. Steering to the N. W. to clear the land at 3 P.M. hauled by the wind to S. W. wind soon veered to S. S. W. at 1 Am. tacked to S. E. latter part light winds from W. to N. W. and fair Steering S. E. by compass employed in serving out Staps to Enowge. at noon Lat. by obs. 38=27 S. No land in sight

Wednes 26th. 1st part winds from S. W. latter part light winds from N. W. Lat. by obs. 39=35 S. Long. by Chro. 75=43 W.

Thurs. 27th. 1st part fresh breezes from N. W. Steering to the Southward latter part under easy Sail at 9 Am. hove to under a double reefed Main Top sail & Fore Sail heading S. Strong Gales from W. S. W. and a heavy sea on Lat. by obs. 41=46 S. Long. by Chro. 75=40 W.

Friday 28th. Begins with strong Gales from S. W. heading W. N. E. under easy Sail at Midnight Calm so ends Lat. by obs. 41=24 S. Long. by Chro. 75=46 W.

Saturday 29th. light variable winds and Calms working the Ship to the South Lat. by obs. 41=46 S. Long. by Chro. 75=50 West

Sunday 30th. first part light winds from the N. latter part Strong Gales and Raining until 9 Am. cleared off and Moderate lying under a close reefed Main S. Sail & Spencers. Lat. by obs. 42=17 S. Long. by Chro. 76=10 W.

Monday 31st. first part fresh Gales from N. W. and squally heading on Diff. tacked under Sheet Sail, latter part moderate Lat. by obs. 42=25 S. Long. by Chro. 75=36 W.

Tuesday Sept. 1st. first part light winds from N. W. and heaving Steering S. E. latter part Strong Gales the S. of Chidoe & Heapo in sight at noon Heapo. E. S. E. 25 mi. Dis by Estimation

Wednesday Sept. 2nd. Begins with Strong Gales from N. W. and thick weather Steering to S. W. by the wind under Double reefs Jib & M. Sail in at 5 P.M. took in Fore Sail and Close reefed Fore S. Sail, at 8 P.M. winds from W. S. W. made Ship latter part strong Gales from S. W. to S. E. squally Lat. by obs 43=11 S. Long. by Chro. 76=18 W.

Thurs. 3rd. 1st. part Strong Gales from S and squally under Close reefs Courses in, latter part Light winds & pleasant with a heavy swell from S. Lat. by obs. 43=04 S. Long. by Chro. 76=30 W.

Friday 4th. first part Moderate winds from N. W. latter part strong Gales from W. by N. at 9 Am. lowered 2 Boats for 2 Right whales or supposed to be did not get near enough to ascertain. Lat. by obs. 43=49 S. Long. by Chro. 76=08 W.

Saturday 5th. Strong Gales from W. N. W. and thick weather with some Rain, heading to the S. W. under Close reefed Topsails, Courses in No. obs. Lat. by obs. 45=00 S. Long. 76=20 W.

English
Ship
and
Sail
Sick

Sund. Sept. 6th. Begins with strong Gales from W. N. W. to W. and equally heading to the
to the S. under Close reefed Topsails & Spinnaker, at 6 P.M. move Ship to the N. latter
part the same Lat. by obs. $44=13^{\circ}$ S. Long. by Chron. $76=20^{\circ}$ W.

Monday 7th. Strong Gales from W. to W. S. W. and equally with a heavy Sea
from S. W. at part under Close reefed Topsails, latter part under Double reefs
Lat. by obs. $43=40^{\circ}$ S. Long. by Chron. $76=26^{\circ}$ W.

Tues. 8th. Strong Gales from W. to W. N. W. and thick weather with a heavy Sea
from S. W. Steering on different tacks under Close reefed Topsails heading
to the S. most of the time, made up my mind to get around Cape Horn as soon
as possible No obs. Lat. by acc. $44=00^{\circ}$ S. Long. about $76=50^{\circ}$ W.

Wednes. 9th. first part Strong Gales from W. and equally Steering on Diff. tacks under
Double reefs, latter part light winds from S. W. Steering to the southward under all
Sail Lat. by obs. $44=38^{\circ}$ S. Long. by Chron. $77=08^{\circ}$ W.

Thurs. 10th. Begins with light winds from N. W. Steering to the S. W. by
the wind, latter part Strong winds and thick weather, winds W. under
Double reefs, rainy No obs. Lat. by obs. acc. $46=13^{\circ}$ S. Long. $79=15^{\circ}$ W.

Friday 11th. fresh breezes from the westward Steering to the South
by the wind most of the time under Double reefs, took in Waist Boat
thick fog and rainy No obs. Lat. by acc. $48=25^{\circ}$ S. Long. $80=34^{\circ}$ W.

Saturday 12th. Begins with strong Gales from N. N. W. & rainy, Steering S. by E.
at 6 Am. close reefed the Topsails, at 8 heavy Gales from W. S. W. hove to under a
Close reefed M. Topsail, heading to the S. at 2 Am. moderate, at 6 P.M. Calm
so ends Lat. by Poor obs. $49=34^{\circ}$ S. Long. by acc. $80=34^{\circ}$ W.

Sund. 13th. Begins with moderate winds from S. S. E. heading to the S. W. under
Double reefs, at 4 P.M. blowing a Gale hove to under a Close reefed Main
Topsail, at 5 move Ship at 2 Am the wind hauled to S. S. W. and moderate
at 7 under Double reefs, at 10 under all Sail winds from S. W. & fair
Lat. by obs. $50=07^{\circ}$ S. Long. by Chron. $79=00^{\circ}$ W.

Mon. 14th. Begins with moderate winds from N. W. Steering S. E. by
S. E. by Compass at 5 P.M. strong Gales and thick weather, Double
reefed the Topsails latter part heavy Gales at Noon hove to under a
Close reefed Main Topsail Winds from W. S. W. and strong
No obs. Lat. by acc. $53=00^{\circ}$ S. Long. $77=40^{\circ}$ W.

Tues 15th. Begins with heavy Gales from W. S. W. at 2 P.M. very heavy
hauled up the weather Clew of the M. S. Sail and fasted it at 9 P.M. more
moderate hauled home the weather Clew again, set Fore Spinnaker and reefed
Fore Sail, at 7 Am. under Double reefs, nearly Calm, at latter part
strong Gales from W. at 11 Double reefed at Noon under Close reefed
M. Topsail and reefed Courses, Lat. by obs. $54=02^{\circ}$ S.
Long. by Chron. $77=50^{\circ}$

Bar.
28-2 1/100

Wednes. Sept. 16th. Begins with heavy Gales from W. Steering S.E.
East under a Close reefed M. Top sail, and reefed Fore Sail, at 3 P.M.
hove to under a Close reefed M. Top sail Main Spencer & Fore P.M. Stay sail
at 5 P.M. very heavy Gales from S.W. and heavy squalls of wind & Snow
took the Main P. Sail, at 6 Do. set it again, from 7 to 9 the wind blew with
great fury or violence, latter part more moderate heading to the S.E.
reefed Courses set apart of the time, still the Gale continues with heavy
Squalls of wind and Snow. Lat. by obs. 54-44 S. Long. by Chro. 76-35 W.

Thurs. Sept. 17th. Begins with heavy Gales from S.W. to S.E.W. & Snowy Showers
to the S.E. by the wind under a Close reefed M. P. Sail and reefed Fore Sail &
Spencer, at 5 P.M. hove to under a Close reefed M. P. Sail heading to the W.
Shipped a Sea and stove in the weather Bulwarks, at Midnight more
moderate rose Ship to the S.E. latter part under Close reefed Top sails and
reefed Courses, Lat. by obs. 55-13 S. Long. by Chro. 75-40 W.

Friday Sept. 18th. Begins with strong Gales from S.W. Steering to
the S.E. by the wind under Double Reefs, at 4 P.M. thick snow Storm
and Calm, at 7 took a light breeze from E.N.E. which soon hauled
to N.E. latter part winds from N. Steering E. by S. under all Sail
Lat. by obs. 56-18 S. Long. by Chro. 73-53 W.

Saturday Sept 19th. first part fresh breezes from N. latter part heavy
Gales from W. at 10 Am. under Close reefed Top sails and reefed Fore Sail
thick weather with rain, and snow heading to the Eastward, saw 4 Ships

Laying to No obs. Lat. by Acc. 56-40 S. Long. 58-10 W.

Sunday Sept. 20th. Begins with heavy Gales from W. S.W. Steering N.E. by E.
under Close reefed Top sail & reefed Fore Sail, at 6 P.M. hove to under a Close
reefed M. P. Sail Gale very heavy, at 1-30 Am. moderate Steered to the
N.E. under Double reefs at 10 under all Sail latter part moderate winds
from W. to N.W. Lat. by obs. 56-06 S. Long. by Chro. 64-35 W.

Mon. Sept. 21st. first part Light winds from N.W. W. latter part fresh
breezes and overcast. Steering to the N.E. by the wind under Single reefs
Lat. by obs. 55-04 S. Long. by Chro. 62-18 W.

Tues. 22nd. Strong winds from N.W. to W. Steering on different Courses to the
North Eastward, saw 2 Ships bound to the S. and on to the N.

Lat. by obs. 52-16 S. - Long. by Chro. 59-00 W.

Wednes. 23rd. Strong Winds from N.W. to W. and equally Steering on diff.
courses to the N.E. under reefed Top sails most of the time through the Day
& under easy sail through the night Lat. by obs. 51-08 S. Long. by Chro. 56-50 W.

Thurs. 24th. Strong Gales from N.W. to W.S.W. and equally with
flurries of Snow, Steering on diff. Courses to the Northward lying to apart
of the time under a Close reefed M. P. Sail & Spencer

Lat. by obs. 49-11 S. Long. by Chro. 56-10 West

Friday Sept. 25th. first part strong Gales from S.W. and equally under Close reef to
Top sails, and reefed Fore Sail, latter part light winds under all Sail,

Lat. by obs. $47=20$ S. Long. by Chro. $57=49$ West.

Saturday Sept. 26th. first part light winds from N.W. Steering to the N.N.E. by the
wind got out the Mast Boat, latter part Strong Gales from N.N.W. and Cloudy
Steering to the Westward under Double reefs Jib & Main Sail in

Lat. by obs. $47=10$ S. Long. by Chro. $59=05$ W.

Sunday Sept. 27th. Strong Gales from N.N.W. to N. and Cloudy heading to the W. under Close
reefed M. S. Sail & Spencers Lat. by obs. $47=15$ S. Long. by Chro. $60=20$ W.

Monday Sept. 28th. first part strong Gales from N.W. heading to the N.E. S. 25°
under short Sail, latter part moderate under all Sail, employed in Sail mending

Lat. by obs. $47=18$ S. Long. by Chro. $61=28$ W.

Tues. Sept. 29th. fresh breezes from N.N.W. and Cloudy Steering on diff. tacks by the
wind under Double reefs lying under short Sail through the night

Lat. by obs. $47=09$ S. Long. by Chro. $62=02$ W.

Wednes. 30th. fresh breezes from N.W. Steering on Diff tacks by the wind
under easy Sail Lat. by obs. $46=51$ S. Long. by Chro. $61=50$ W.

Thurs. Oct. 1st. first part fresh breezes from N.W. at 2 P.M. spoke
Bark Merremack of New-London from New-London for Honolulu
supplied him with 12 Gals. Whale oil and took 200 lbs Bread and 2 hams
in exchange, latter part fresh breezes from W. Steering on Diff. Courses
to the Eastward employed in Sail mending Lat. $47=22$ S. Long. $59=50$ W.

Friday Oct. 2nd. Strong Winds from W. Steering on Diff. courses to the East-
ward through the Day, bore to through the Night Lat. by obs. $47=23$ S.
Long. by Chro. $58=30$ W.

Saturday Oct. 3rd. fresh breezes from W. to N.W. and fair Cruising
Lat. by obs. $47=35$ S. Long. by Chro. $58=27$

Sund. 4th. Strong Winds from the westward and fair Steering on Diff. Courses to the
Eastward, lying to through the Night. Lat. by obs. $47=29$ S. Long. by Chro. $55=53$ W.

Mon. 5th. Moderate winds from the W. veering to the eastward through the
Day lying to through the Night Lat. by obs. $47=16$ S. Long. by Chro. $54=15$ W.

Tues. 6th. Strong Gales from N.W. to N.N.W. Steering to the N.E. by the wind
under Double reefs Lat. by obs. $46=14$ S. Long. by Chro. $52=44$ W.

Wednes. 7th. Strong Gales from N.N.W. Steering to the N.E. by the wind
under easy Sail Lat. by obs. $45=17$ S. Long. by Chro. $50=55$ W.

Thurs. 8th. first heavy Gales from N.N.W. under a Close reefed M. S. Sail
apart of the time latter part strong winds from S.W. Steering N.W. by N.

Lat. by obs. $43=46$ S. Long. by Chro. $51=00$ W.

Friday Oct. 9th. begins with Strong Gales from S.W. Steering N.N.W. at 1/2 past 10 P.M.

Friday a Native of Korotonga Died of Consumption after a sickness of 6 Weeks

Foreign
clan
well on
the ocean

at 1/2 past 8 Am. committed his body to the Deep. Latter part light winds and fair
Lat. by Obs. 41=10 S. Long. by Chro. 51=22 West.

Saturday Oct. 10th. Variable winds and squally with Showers of Rain
and Hail, Steering on Diff. Courses to the Northward

Lat. by Obs. 39=01 S. Long. by Chro. 51=30 W.

Sund. 11th. fresh breezes from E. to S.E. and fair Steering on Diff. Courses to the
North through the Day hove to in the Night Lat. by Obs. 37=30 S. Long. 50=20 W.

Monday 12th. Moderate winds from the Eastward and fair Steering on Diff.
Courses to the N. through the Day, under Short Sail in the Night employed in Sail
mending, Lat. by Obs. 36=21 S. Long. by Chro. 49=56 W.

Tues. 13th Light winds from the Eastward and fair Employed in
Sail mending &c. Lat. by Obs. 35=45 S. Long. by Chro 49=40 W.
Also employed in Blacksmithing repairing Main Stay Cleet &c.

Wednes. 14th. Light winds from the N.E. and Calms variously employed
Lat. by Obs. 35=16 S. Long. by Chro. 49=30 W.

Thurs. 15th. First part light winds from N.W. Latter part strong
Gales from W.N.W. saw a Brig Steering to the Southward
Lat. by Obs. 33=53 S. Long. by Chro. 49=00 W.

Friday 16th. Begins with strong Gales from N.W. at 4 P.M. the vessel
shifted to S.S.W. in a heavy squall, hove to under a Close reefed
Main S. Sail, Latter part more Moderate under Double reefs
Lat. by Obs. 33=45 S. Long. by Chro. 49=36 W.

Saturday 17th. Strong winds from S.S.W. to W.S.W. & equally Steering on
Diff. tacks under Double reefs Lat. by Obs. 34=05 S. Long. by Chro 50=15 W.

Sunday 18th. First part strong Gales from S.S.W. to S.W. and equally
at 2 P.M. hove to under a Close reefed M. S. Sail, Latter part light winds
Lat. by Obs. 34=00 S. Long. by Chro. 50=45 W.

Monday 19th. first part moderate Winds from S.E. Latter part
fresh breezes from E. to N.E. Lat. by Obs. 34=15 S. Long. by Chro. 50=25 W.

Tuesday 20th. Strong Gales from N.N.E. Lat. by Obs. 35=02 S. Long 49=15 W.

Wednes. 21st. Strong Gales from N.N.E. and smoky
Lat. by Obs. 35=19 S. Long. by Chro. 48=20 W.

Thurs. 22nd. Moderate winds from N.N.E. and smoky at 9 Am.
lowered the boats for 2 Right Whales, at 11 returned to the Ship
without success No Obs. Lat. by Arc. 35=00 S. Long. 49=30 W.

Friday 23rd. Light winds from the Northward and thick weather
Latter part Thunder with rain No Obs. Lat. by Arc. 34=57 S.
Long " " 49=50 W.

Saturday Oct. 24th. Moderate winds from N.W. to S.W. and overcast with spells of fog. at 1/2 past 11 Am. lowered the Boats for 2 Right whales got near enough to dart at one but did not fasten it being a slimy chance.

Lat. by obs. $35=24$ S. Long. by Chro. $49=25$ W.

Sunday Oct. 25th. light winds from W. S.W. to S. Middle part raining

Lat. by obs. $36=13$ S. Long. by Chro. $49=20$ West.

Monday 26th. first part light winds from the S. latter part fresh breezes

from N.E. bent the old Main sail Lat. by obs. $36=36$ S. Long. $50=44$ W.

Tues. 27th. first part strong Gales from N.N.E. Middle part light winds from N.

& raining. latter part fresh breezes from S. No obs. Lat. by acc. $37=05$ S. Long. $51=40$ W.

Wednes. 28th. Strong Gales from S.W. to S.W. and clear most of the time

lying under a close reefed M.S. Sail Lat. by obs. $36=56$ S. Long. $51=48$ W.

Thurs. 29th. first part strong Gales from W. S.W. latter part Calm and light winds from N.W. by W. Lat. by obs. $36=33$ S. Long. by Chro. $50=55$ W.

Friday 30th. first part moderate winds from W. N.W. and fair latter part strong

Gales from the same, under Double reefed Topsails saw a Merchant Ship steering

to the S.W. Lat. by obs. $37=56$ S. Long. by Chro. $53=08$ W.

Saturday 31st. first part strong Gales from N.W. latter part strong winds from W. to S.E. and Thunder with Rain No obs.

Lat. by acc. $39=30$ S. Long. $54=00$ W.

Sunday Nov. 1st. heavy Gales from S.E. to S. lying under a close reefed M.S. Sail

first part Raining, latter part flying Clouds passing, here I find the Current

has been setting strong to the S last 48 hours. Lat. by obs. $40=50$ S. Long. by Chro. $54=50$ W.

Monday Nov. 2nd heavy Gales from S. to S.E. lying under a close reefed

Main Topsail, at 9 Am. a Sea broke Gibboom, Fly Gibboom, & Spritail Gant,

No obs. Lat. by acc. $40=40$ S. Long. $54=30$ W.

Tues. Nov. 3rd. first part Strong Gales from S.E. latter part more

moderate, under Double reefs & Courses employed in setting a new

Gibboom Lat. by obs. $42=05$ S. Long. by Chro. $54=20$ W.

Wednes. 4th. fresh breezes from the Southward and fair under Double reefs

latter part rigged out a new Gibboom Lat. by obs. $43=06$ S. Long. by Chro. $54=32$ W.

Thurs. 5th. Light winds from S.E. to N.E. and foggy most of the time.

steering to the Westward Lat. by obs. $43=35$ S. Long. by Chro. $56=04$ W.

Friday 6th. 1st part strong winds from N.N.W. latter part fresh breezes from

N.N.W. to W. S.W. Spoke 1 English Merchant Ship, and one French Ship

Lat. by obs. $44=03$ S. Long. by Chro. $58=27$ W.

Saturday 7th. Moderate winds from N.W. and fine weather

Lat. by obs. $44=54$ S. Long. by Chro. $58=30$ W.

Sund. 8th. weather much the same Lat. by obs. $45=46$ S. Long. by Chro. $57=50$ W.

Monday Nov. 9th. fresh breezes from the westward and fair
Lat. by obs. 46=01 S. Long. by Chro. 58=35 W.

Tues. Nov. 10th. Moderate winds from N.W. and fair
Lat. by obs. 46=17 S. Long. by Chro. 59=30 W.

Wednes. Nov. 11th. Moderate winds from N.W. to W. S. W. & fine weather
Lat. by obs. 45=52 S. Long. by Chro. 60=55 W.
Long. by Lunar 60=31 W. supposed to much nearest right

Thurs. Nov. 12th. Moderate winds from W. S. W. to N. W. at 7 P.M.
sounded 63 fathoms water, latter part steered to North Eastward
Lat. by obs. 44=22 S. Long. by Chro. 59=14 W.

Friday Nov. 13th. Moderate winds from W. and pleasant weather
Lat. by obs. 44=33 S. Long. by Chro. 59=45 W.

Saturday Nov. 14th. 1st part moderate winds from N.W. W. latter part
strong gales under short sail Lat. by obs. 44=44 S. Long. 56=24 W.

Sunday Nov. 15th. 1st part moderate winds from N.W. latter
part strong winds from N. at 11 Am. Double reefed the S. Sails
Lat. by obs. 44=32 S. Long. by Chro. 55=55 W.

Mon. Nov. 16th. Strong winds from N. to W. N. W. latter part
Thunder with rain under Double reefs. Steering on Diff. tack
to the N. No obs. Lat. by obs. 43=00 S. Long. 55=00 W.

Tues. Nov. 17th. Strong winds from N.W. by N. and thick fog, under
Double reefs Lk & Main sail in N obs. Lat. by obs. 51=41 S. Long 52=30 W.

Wednes. Nov. 18th. first part moderate winds from S.W. to W. and thick
fog. latter part light winds from S.W. to S. and overcast
Lat. by obs. 40=35 S. Long. by Chro. 52=25 W.

Thurs. Nov. 19th. fresh breezes from the S steering to the Northward
at 10 Am. spoke Ship Emma C Jones 1000 lbs. S. 500 W.

Lat. by obs. 38=32 S. Long. by Chro. 51=50 W.

Friday Nov. 20th. first part light winds and variables, latter
part strong winds from the N. Lat. by obs 37=59 S. Long. 51=15 W.

took a Chest from Ship Speedwell which had belonged to 2 men Mate who had been killed by a Whale Nov. 1st.

Saturday Nov. 21st. first part fresh breezes from the N. latter part
light winds at 5 P.M. spoke Ship Speedwell of Fairhaven 90 bbls. sp.
got one Pipe of Bread from him containing 833 lbs. at 10 Cts. pr. lb.
gave him a Whaling Gun and 13 Bomb lances at cost or a little
less, as payment for the Bread Lat. by obs. 37=33 S.
Long. by Chro. 50=14 W.

Sunday Nov. 22nd light winds from N. to N.W. and fair
Lat. by obs. 36=54 S. Long. by Chro. 48=48 W.

Monday Nov. 23rd. First part moderate winds from W. latter part strong winds
from S.W. steering under all sail Lat. by obs 34=23 S. Long. by Chro. 48=35 W.

Tues. Nov. 24th. first part fresh breezes from S. S. W. latter part light winds from W. to N. W. rigged a Spritsail yard Lat. by obs - 32=57 S. Long. by Chro. 47=20 W.

Wednes. 25th. first part fresh breezes from S. S. W. and fair latter part moderate winds Steering N. N. E. variously employed in the rigging Lat. by obs. 31=06 S. Long. by Chro. 48=32 W.

Thurs. 26th. fresh breezes from from the Northward spoke a Danish Brig Lat. by obs. 29=54 S. Long. by Chro. 46=40 W.

Friday 27th. fresh breezes from the Northward and fair at 4 P.M. spoke an American Merchant Bark from N. York steering about S. S. W. Lat. by obs. 29=57 S. Long. by Chro. 44=46 W.

Saturday 28th. fresh breezes from the Northward and fair steering to the Eastward by the wind under all sail Lat. by obs. 29=20 S. Long. by Chro. 43=00 W.

Sunday 29th. Moderate winds from S. S. W. and smoke steering to the N. E. by the wind Lat. by obs 28=37 S. Long. by Chro. 41=35 W.

Monday 30th first part light winds from the S. steering N. latter part fresh breezes from breezes from N. N. E. steering to the N. W. at 11 Am. Double reefed the sails Lat. by obs. 27=19 S. Long. by Chro. 42=37 W.

Tues Dec. 1st. first part light winds from N. to N. N. W. latter winds from W. Lat. by obs. 26=27 S. Long. by Chro. 42=45 W.

Wednes 2nd. first part light winds from S. Middle and latter part strong winds, Lat. by obs 25=45 S. Long. 42=00 W.

Thurs. 3rd. Strong winds from S. E. to E. and Clear under Double reef's Lat. by obs 25=29 S. Long. by Chro. 41=50 W.

Friday 4th Strong Gales from E. S. E. to N. N. E. and under Double Reef sails Lat. by obs. 24=52 S. Long. by Chro. 42=40 W.

Saturday 5th. Strong Gales from the S. W. to S. and thick weather latter part small rain No obs. Lat. by obs 25=00 S. Long. 41=40 W.

Sunday 6th. first and Middle part strong Gales from the Southward and rain latter part moderate and fair Lat. by obs. 25=05 S. Long. by Chro. 41=35 W.

Mon. Dec. 7th. Moderate winds from the S. and fair spoke Bark Sarah of Mattapoisett 250 Tps. Lat. by obs. 25=13 S. Long. by Chro. 41=28 W.

Tues. Dec. 8th. fresh breezes from S. to S. E. at 10 Am spoke Bark Osceola of New Bedford 380 bbls. Sp. & 37 bbls W. Lat. by obs. 25=27 S. Long. by Chro. 42=25 W.

Wednes Dec. 9th. fresh breezes from S. E. to E. and fair Lat. by obs. 26=15 S. Long. by Chro. 42=20 W.

Thurs. Dec. 10th. strong winds from E. N. E. and Clear under Double reef's Lat. by obs. 27=05 S. Long. by Chro. 42=37 W.

Friday 11th. 1st. part strong winds from E. N. E. latter part moderate Lat. by obs. 26=54 S. Long. by Chro. 44=16 W.

Saturday Dec. 12th. first moderate winds from E.N.E. latter light winds from the Eastward and Calms Lat. by Acc. 27-50 S. No obs.
Long. by Chron. 44-10 W.

Sunday Dec. 13th. Moderate winds from E. to E.S.E. and overcast Steering to the Northeast by the wind No obs.

Lat. by Acc. 26-50 S. Long. 43-40 W.

Monday Dec 14th. Strong winds from the Eastward and Cloudy Steering on Diff. tack by the wind At 1/2 past 6 Am. while employed in making Sail on the Ship. A. C. Thompson Land. Officer as usual commenced using profane language on the Quarter Deck, and such language the Crew may easily understand that his sole object was to leave shurs. and reproaches on me Moses Saulle Master of the Ship. I ordered him to stop he with an oath refused saying he would not stop swearing and would say what he pleased or in other words say what he was a mind to taking or still holding his position firm on the weather side of the Quarter Deck about in the Center betwixt the Companionway ~~and~~ and Ship's rail, not giving me a pass unless I sheaved off. I ordered him below to his stateroom telling him at the same time he was off Duty. with a matter of great indifference he slowly descended the Cabin steps using profane language all the time and said he would be damned if he would ever go on Duty again

No obs. Lat. by Acc. 27-00 S. Long. 43-25 W.

Tues Dec. 15th. Strong Gales from N.E. and Cloudy at 7 Am while at breakfast the Steeward informed me that nearly all the forward hands had taken their station on the Quarter Deck, I immediately went up and asked them their business they told me they wanted more meat, I told them I would give them a little more although I thought they had sufficient as they was then using more than 1 1/2 pounds per Day to each man Thomas Mischell an Englishman had a considerable to say that was not becoming, I ordered him to stop his talk him he still kept on talking. when I ordered him to stop the 2nd time, he still kept on I told him a third time to stop he said he should talk, I then went to the Cabin to breakfast again ordering them at the same time to go forward when I came on deck again they were gone, at 10 Do. I ordered Mischell to come aft. and asked him whether he intended to obey my orders or not for the future when I commanded him to stop talking he said he did not, that he should talk even if I told him not to I then ordered him to be put in Irons he said he would not go in Irons and make

an attempt to run forward, as Mr. Eldredge 3rd Officer was walking
the forward of him I ordered him to stop him he refused, but I caught
him near the try works when he turned making an attempt to strike me
I turned his course towards the Quarter Deck where Mr. Davidson the
1st Mate headed him again I calling on Mr. Eldredge frequently to assist
and he refusing by non compliance however with the assistance of Mr.
Davidson I soon managed to put him in Irons he making resistance
at the same time, a Coultard Man by the name of Price showed strong
signs of Mutinous conduct by coming aft twice and using much
profane language when forward, I ordering him forward both times
after putting Minshall in the run I then called the Negro aft and went
through an examination of him, but he plead innocent and said he only
came aft to see what was to be done with Minshall and had no
intention of taking away my authority still I think his intentions
were Mutinous and would proceed so if he have had any followers
however I let him go.

Lat. by obs. 27=44 S. Long. by Chron. 42=20 W.
Wednes Dec. 16th. Strong winds from N. E. and equally under Double reef
Lat. by obs. 27=13 S. Long. by Chron. 42=30 W.

Thurs. Dec. 17th. strong winds from N. N. E. and Cloudy Steering on Duff tacks
at 8 Am. took Minshall out of Irons and let him go to Duty on the

Promise of good Conduct for the future Lat. 27=06 Long. 42=38 W.

Friday Dec. 18th. Moderate winds from the Eastward and fair latter part
employed in breaking out the fore peak for wood. Lat. 27=23 S. Long. 42=52 W.

Saturday Dec. 19th. light winds from the Eastward, Steering to the Westward
employed on the Rigger Lat. by obs. 27=51 S. Long. by Chron. 44=18 W.

Sunday Dec. 20th. light winds from the Eastward and fair

Lat. by obs. 28=20 S. Long. by Chron. 45=00 W.

Monday Dec. 21st. fresh breezes from N. E. and overcast at 7 Am. spoke
a Brazilian Brig latter part employed in stowing the Masts

Lat. by obs. 29=23 S. Long. by Chron. 46=35 W.

Tues. Dec. 22nd. first part Light winds from N. and fair, latter part
strong Gales from S. S. E. and rainy No obs. Lat. by obs. 30=10 S. Long. 45=00 W.

Wednes. Dec. 23rd strong Gales from S. E. and equally

Lat. by obs. 28=23 S. Long. by Chron. 43=27 W.

Thurs. Dec. 24th. Moderate winds from S. E. to E. S. E. latter part
Cloudy with small rain, employed in taking up the Deck sheath-
ing on the aboard side No obs. Lat. by obs. 27=00 S. Long. 42=32 W.

Friday Dec. 25th. light variable winds latter part rainy No obs.

Lat. by obs. 26=30 S. Long. 41=50 W.

Saturday Dec 26th. light winds from E.N.E. to N.W. and
equally employed in taking up Deck sheathing scraping &c.

Lat. by obs. 26=38° Long. by Chro. 41=48 W.
suppose the sun to be about right Long. by Lun. 41=25 W.

Sunday Dec 27th. fresh breezes from N.W. E. to N.E. and cloudy

Lat. by obs. 26=55 Long. by Chro. 40=18 W.

Monday Dec 28th strong Gales from N.E. to N.W. E. latter part
raining No obs. Lat. by Acc 27=10 S. Long. 34=00 W.

Tues. Dec 29th strong Gales from N.E. to N. and raining
No obs. Lat. by Acc. 27=20 S. Long. 37=30 W.

Wednes 30th. strong Gales from N.W. E. and raining No obs

Thurs. Dec 31st first part strong Gales from N.W. E. and raining
latter part Clear, Lat. by obs. 27=26 S. Long. by Chro. 35=12 W.

1848
1851 Friday Jan. 1st. fresh breezes from N.W. E. to N. and fair latter
part under all Sail Lat. by obs. 27=15 S. Long. by Chro. 33=28 W.

Saturday Jan. 2nd. fresh breezes from N.W. E. Steering to the
E. under all Sail employed on the Rigger Painting water ways &c.
Lat. by obs. 27=03 S. Long. by Chro. 31=36 W.

Sunday Jan 3rd. 1st. part light winds from N.W. E. Steering to
E. at 7 Am. took Ship, latter part moderate winds from
N.E. Lat. by obs. 26=11 S. Long. by Chro. 31=45 W.

Monday Jan. 4th. fresh breezes from N.E. by E. Steering to the North
west by the wind under all Sail employed on the Rigger
Lat. by obs. 24=00 S. Long. by Chro. 32=32 W.

Tues. Jan. 5th. fresh breezes from E.N.E. and fair Steering to the N.
by the wind Lat. by obs. 21=51 S. Long. by Chro. 33=00 W.

Wednes. 6th fresh breezes from the E.N.E. and equally Steering to
the Northward by the wind under all Sail variously employed
Lat. by obs. 19=25 S. Long. by Chro 33=30 W.

Thurs. 7th. fresh trades from E.N.E. Steering to the N. by the
wind under all Sail Lat. by obs. 17=14 S. Long. by Chro. 34=00 W.

Friday Jan. 8th. Begins with fresh trades from E.N.E. Steering to
the N. by the wind, at 11 P.M. saw a light supposed it to be a Ship
Boiling shortened Sail and came to with the head yards aback
heaving to the S. at 6 Am. wore Ship to the N. and made
all Sail, latter part light winds from E.N.E. to N.W. E. and
equally with showers of rain

Lat by obs. 16=02 S. Long. by Chro 34=18 W.

Strong westerly Current
hereabouts -

Saturday Jan. 9th. Moderate trades apart of the time at other times strong trades and squally with showers of Rain &c &c.

Lat. by Obs. $14^{\circ} 10'$ S. Long. $34^{\circ} 20'$ W.

Sunday Jan. 10th. first part Winds from E. to E. S. E. and heavy squalls of wind and Rain at 1/2 past 6 P.M. Single reefed the Topsails Latter part moderate winds from E. by N. and fair

Lat. by Obs. $12^{\circ} 40'$ S. Long. by Chron. $34^{\circ} 10'$ W.

Monday Jan. 11th. fresh Trades and squally with Showers of Rain Steering to the N. by the wind. Top gallant sails in through the night

Lat. by Obs. $10^{\circ} 50'$ S. Long. by Chron. $34^{\circ} 00'$ W.

Tues Jan. 12th. Moderate winds from the Eastward and fair Latter part Employed in turning in and setting up the Fore Rigger

Lat. by Obs. $8^{\circ} 56'$ S. Long. by Chron. $34^{\circ} 04'$ W.

Wednes 13th. Moderate winds from the S. E. and fair Steering N. W. at 9 P.M. hove the M. Topsail aback hauled to the N. E. through the night, at 6 Am. made Cape St. Augustine bearing N. W. at Noon off Pernambuco, land 3 mi. S.

Thursday 14th. Moderate trades and fair at 04.30 mi. P.M. I went on shore, at 6.30. returned to the Ship again with 600 Oranges and a small lot of water Melons, at 7 Am. went on shore again so ends Ship lying off & on

Friday Jan. 15th. at 1/2 past 2 P.M. I returned to the Ship and Steered to the N. E. by the wind under all Sail Latter part Steered N. with fresh trades from S. E. and fair employed on the Rigger Lat. by Obs. $6^{\circ} 03'$ S. Long. by Chron. $34^{\circ} 30'$ W.

Saturday Jan. 16th. Strong trades from S. E. most of the time and fair Steering N. under all Sail variously employed on the rigging Strong westerly Current Lat. by Obs. $3^{\circ} 08'$ S. Long. by Chron. $35^{\circ} 20'$ W.

Sunday Jan 17th. fresh trades and fair Steering N. W. E. under all Sail Lat. by Obs. $0^{\circ} 37'$ S. Long. by Chron. $35^{\circ} 05'$ W.

Monday Jan. 18th. Moderate winds from S. E. to E. and squally Steering to the N. E. by the wind Latter part employed on the Rigger, washing Ship for Painting &c.

Lat. by Obs. $0^{\circ} 45'$ N. Long $35^{\circ} 00'$ W.

Tues Jan. 19th. Moderate winds from E. S. E. and squally apart of the time at 2 P.M. commenced Painting Ship inside from 6 to 7 heavy rain and then overcast off again at 10 Am went to Painting again Ship under short

Lat. by Obs. $1^{\circ} 34'$ N Long $35^{\circ} 04'$ W.

Wednes. Jan. 20th. Light flustering from E. to S.E.
with heavy squalls of wind & rain through the
Night employed in painting Ship inside of part of
the time Lat. by obs. 2 = 41 N. Long. by Chro. 36 = 00 W.

Thurs. Jan. 21st. Moderate winds from N.E. and
fair employed on the Rigger and Painting Ship
Lat. by obs. 4 = 02 N. Long. 37 = 30 W.

Friday Jan 22nd. Strong trades from N.E. and
fair steering to the N.W. by the wind under easy Sail
employed in fitting Ship Lat. by obs. 5 = 40 N.
Long. by Chro. 39 = 21 W.

Saturday Jan. 23rd. Strong Trades from N.E. steering
to the N.W. by the wind under easy Sail employed in
fitting Ship Lat. by obs. 7 = 27 N. Long. by Chro. 41 = 20 W.

Sunday Jan. 24th. Strong trades and fair steering to the
N.W. by the wind 1st. part under easy sail latter part all sail
Lat. by obs. 9 = 54 N. Long. by Chro. 43 = 04 W.

Monday Jan 25th. Strong trades and equally steering
N.W. by N. under all sail employed in fitting Ship
Lat. by obs. 12 = 12 N. Long. 45 = 10 W.

Tues. Jan 26th. Moderate trades from E.N.E. to E. and
equally with light showers of rain steering N.W. by obs.
Lat. by obs. 14 = 14 N. Long. 47 = 00 W.

Wednes. Jan. 27th. Light winds from the E. S. E. and fair
latter part employed in ~~cleaning~~ fitting Ship outside
Lat. by obs. 15 = 39 N. Long. by Chro. 48 = 30 W.

Thurs. Jan 28th. Light winds from E. S. E. to S.W. and fair
latter part employed in Painting Ship outside
Lat. by obs. 16 = 25 N. Long. by Chro. 49 = 36 W.

Friday Jan. 29th. Light winds from the eastward and
fair employed in Painting Ship outside &c
Lat. by obs. 17 = 19 N. Long. 50 = 48 W.

Saturday Jan. 30th. Light winds from E. S. E. and fair
variously employed in fitting Ship Lat. by obs. 18 = 48 N.
Long. by Chro. 52 = 20 W.

Sunday Jan. 31st. fresh breezes from E. S. E. and fair
steering N.W. at 10 Am. spoke Ship Clara Wheeler of New-
York from Harbor bound to the Westward
Lat. by obs. 20 = 31 N. Long. by Chro. 54 = 27 W.

Bent
new
Sails

Monday Feb. 1st. fresh breezes from E. S. E. and fair Steering
N. W. under all Sail, variously employed in fitting Ship

Lat. by obs. $22=24$ N. Long. by Chro. $56=47$ W.

Tues. Feb. 2nd fresh breezes from E. S. E. and fair Steering to
the North Westward under all Sail Lat. by obs. $24=01$ N.

Long. by Chro. $59=18$ W.

Wednes. Feb. 3rd. light winds from S. E. and fine weather
Steering N. W. variously employed

Lat. by obs. $25=31$ N. Long. by Chro. $61=02$ W.

Thurs. Feb. 4th. light winds from S. E. and fair Steering N. W.

Lat. by obs. $26=08$ N. Long. by Chro. $61=42$ W.

Friday Feb. 5th. light winds from S. E. to S. and fair Steering
N. W. employed in Painting Boats &c. Lat. by obs. $27=10$ N.

Long. by Chro. $63=12$ W.

Saturday Feb. 6th. light or rather strong winds from S. to S. W.
latter part thick weather and squally, at $\frac{1}{2}$ past 10 Am. the
wind shifted suddenly to N. N. W. in a squall with rain
took in the Top gallantsails employed in stowing the 2
Deck Pots, and Codler in the Fore hold taking sheathing &c.

No obs. Lat. by Acc. $29=02$ N. Long. $65=24$ W.

Sunday Feb. 7th. first part strong winds from the Northward
latter part light winds from E. and fine weather at Noon nearly calm

Lat. by obs. $29=34$ N. Long. by Chro. $66=40$ W.

Monday Feb. 8th. first part light winds from S. E. Steering
N. W. latter strong winds from S. W. until 11 Am. when the
wind veered to N. W. & then N. N. W. took Ship to the westward

No obs. Lat. by Acc. $30=46$ N. Long. $68=00$ W.

Tues. Feb. 9th. Begins with fresh breezes from N. W.
Steering to the Westward by the wind at 6 P. M. took in
Top gallantsails Middle part squally latter part moderate
winds from N. N. E. to E. N. E. Steering N. W. variously employed

Lat. by obs. $31=06$ N. Long. by Chro. $70=30$ W.

Wednes Feb. 10th. Begins with light winds E. S. E. at 1 P. M.
spoke the Schooner Bride of the North of Shelburn 12 Days from
Barnstable Bound to Halifax N. S. Middle & latter part
strong winds from S. to W. and thick weather with rain
at 10 Am. Double reefed the Fore sails latter part
employed in taking down the Foremast

No obs. Lat. by Acc. $32=48$ N. Long. $72=30$ W.

Thurs. Feb. 11th. first and Middle part strong Gales from N.W. to N.N.W. and equally latter part fair, under Double reefed Topsails, apart of the time Jib & Main Sail in Steering on Diff. tacks, Lat. by obs. 33-33 N. Long. by Chron. 73-12 W.

Friday Feb. 12th. first part light winds from N.W. to N. and fair Steering to the westward by the wind latter part fresh breezes from E. to E.S.E. and thick weather at 11 Am. raining No obs. Lat. by obs. 34-17 N. Long. 74-45 W.

Saturday Feb. 13th. begins with strong Gales from E.S.E. and raining, Steering N by W. at 2 P.M. Double reefed the Topsails took in Jib & Main Sail, at 4 Do. Close reefed the Topsails, and took in the Fore Sail, blowing very heavy from E. at 4 Am. the hauled to N.E. took in the Fore & Mizen Topsails, heading to the N.W. latter part sounded 40 fathoms in bottom, at 11-30 Am. saw a Steamer and Ship lying to heading to the S.E. called all hands and wore Ship so ends heavy Gales and raining No obs. Lat. by obs. 36-10 N. Long. 74-45 W.

Sunday Feb. 14th. begins with heavy Gales from N.E. at 1 P.M. very heavy took in the Reefed Fore Sail at 4 P.M. moderate set the Fore & Mizen Topsails Close reefed at 6 Do. nearly calm light winds from E. wore Ship to the North at 8 Do. took a heavy gust of wind and carried away the Crossick yard one half of it came down and stove a Boat badly, at 9 heavy Gales from N.W. took in the Fore Topsail heading on Diff. tacks through the night at 7 Am. sounded 29 fathoms bottom red & black sand, latter part strong winds from N.W. and equally Steering to the N.E. by the wind apart of the time Topallantails set over Single reefed Topsails at 11 Am. passed 1 mi. to windward of a Ship painted black foremast and bowsprit gone heavy swell from N.E. Lat. by poor obs. 35-45 N. Long 74-50 W.

Monday Feb. 15th. this day strong winds from N.W. to N.N.W. and equally Steering to the N.E. by the wind most of the time under Double reefed Topsails with a heavy head swell Ship making but little headway, several Sail in sight heading on the same tack

Lat. by obs. 36-55 N. Long. by Chron. 73-30 W.

Lowell Snell Burial

1857

Sunday	Rachel S. Snell	Born	Feb. 3rd.	- -	1824	
Monday	David R. Snell	"	July 2nd.	-	1849	
Tuesday	Annanda M. Snell	"	Dec. 21st.	-	1850	
Wednesday	Joseph C. Snell	"	Dec. 30th.	-	1853	
Thursday	Abby H. Snell	"	May 15th.	-	1855	
Monday	Alice A. Snell	"	Nov. 15th.	-	1858	
Tuesday	Clara B. Snell	"	Nov. 14th.	-	1860	
Monday	Infant Son	"	March 28th.	-	1863	Died Apr. 17th. 1863
Tuesday	George H. Snell	"	March 29th.	-	1864	

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Account of Gr. Oil taken onboard Ship Pacific, M. Snell Master

1st Season
Gr. Oil
Gals.

2nd Season

Gr. oil taken in 1857

HI - 201
120
217
148
246
SxO - 236
197
170
153
228
201
226
163
186
2692

HI 219
SxO 220
" " 232
" " 116
787

SxO - 105
120
249
237
233
214
191
Wage 159

Bbls. 85-14 1/2

Shipped home
by Ship Tiger
Bbls. 85-14 1/2 Gals.

James Snell

Account of Whale Oil taken on board Ship Pacific Moses Smith Master

1st Season Boarded	2nd Season	Whale	P. Oil
Gals.	Whale gal.		
182	123	165	194
187	124	228	193
187	119	154	192
121	93	144	264
121	92	198	121
116	70	174	120
126	193	175	122
76	190	190	99
76	200	145	90
96	93	177	91
84	121	158	73
194	226	205	232
195	190	176	225
126	227	104	229
94	245	145	222
238	208	129	230
218	2514	151	182
234	142	145	179
	180	148	86
	180	3291	90
	149	Bbls. 104-15	166
	247	103	156
	134	126	128
	114	171	168
	249	156	230
	196	138	194
	173	217	194
	192	76	159
	239	240	105
	214	173	89
	118	109	89
	74	98	91
	165	200	123
	178	129	126
	100	70	106
	150	60	183
	177	95	198
	148	138	200
	206	97	213
	267	100	233
	180	28	225
	4172	103	226
	Bbls. 132-14	28	212
		125	220
		77	127
		228	162
		98	166
		241	150
		194	168
		174	176
		120	115
		3912	118
		Bbls. 124-06	224
			223
			207
			85
			77
			9196
		Bbls.	291-29 1/2

Whalebone
2007 lbs
Shipped by
Bark
Louisa
of New Br.
Capt. Green
1855

List of Letters

Ship Christopher Mitchel	- 3
" Oregon	- - - - 2
" Pantheon	- - - - 2
" Nimrod	- - - - 1
" Wm. Thomson	- - - - 1
" Ocean N.B.	- - - - 1
" Wm. West.	- - - - 1
" Paulina	- - - - 1
" Gratitude	- - - - 1
" Nauticon	- - - - 1
Bark Loomo	- - - - 1
" Kathleen	- - - - 1
Ship Gideon Howland	- 1
" Roscius	- - - 1

Men Desecree

Charles Lewis
 Levi Meader
 Edw. Mosher

8 Men that acknowledged they intended to steal a Boat
 run away - - - - -

Wm. White
 Charles Dayton
 Henry Dakes
 Wm. Kelly
 Capt. Carriger
 John Dyer
 Frank Forrester
 James Burdette
 Edmund C. Eaton

Log S. E. 48 N.

W. most land by S.
Nearst land N. by W. 7 mi.

Part of head of S. Howard Bay N. E. 9 or 10 mi. S. is
the depth of the bay as it then showed from the ship N. W. by W.

Lat. 38-00 to 48-00 S. Long from 161-00 to 165-00 ^{W.} Right Whale
Best Whaling from Nov. 9th to Jan 3rd. from or about

Lat. 45-00 - Long 161-00 to 162-00 in Dec.

Capt. Baker

David R. Snell

Capt. Moses L. Snell

Director R. I.

David R. Snell

Westport
May 2

Abner R. Snell

by Capt

May

May R. Snell

3 Cans Lobsters
 1 Can Oysters
 3 Do. Clams
 3 Do. Chickens
 2 Do. Green Peas
 5 Do. Boiled Beef

Lat. Apr. 28th

Ship Pacific Sailed Sept 21st 1834

Arrived home Feb 21st 1838

1872

1-1

1858

